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## **V. ENVIRONMENTAL IMPACT ANALYSIS**

### **H. LAND USE AND PLANNING**

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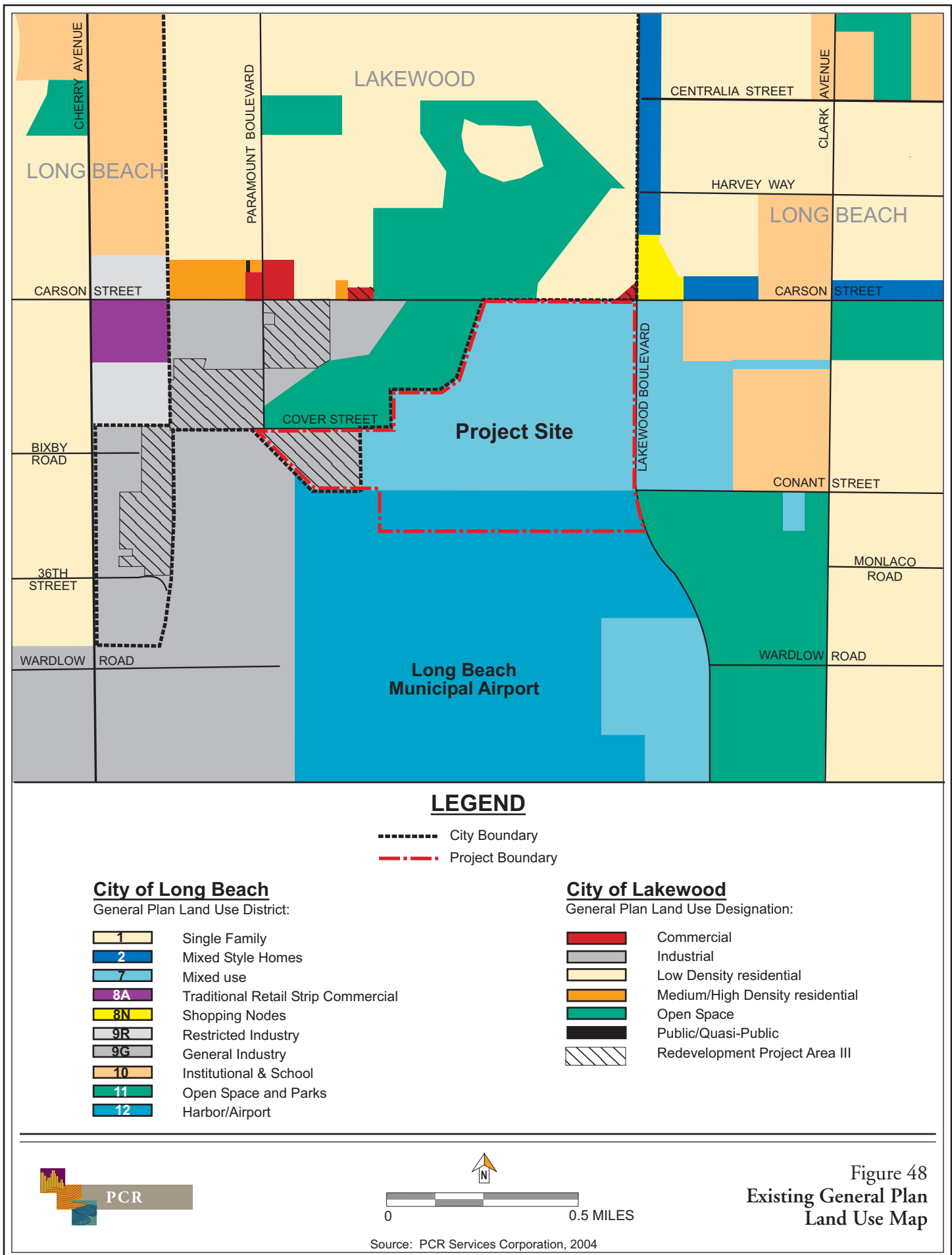
The purpose of this section is to identify relevant local and regional land use policies and determine if the project is consistent with such policies, to address consistency with zoning and land use designations for the project, and to determine if the proposed uses are compatible with surrounding uses. Given the proximity of the Long Beach Airport, airport-related land use issues are summarized in this section. However, please also refer to Section V.E, Hazards and Hazardous Materials, and Section V.I, Noise, for detailed discussions regarding project compatibility with the adjacent Airport as it relates to hazards and noise, respectively.

#### **1. ENVIRONMENTAL SETTING**

##### **a. Existing Conditions**

##### **Project Site Land Use Designations, Zoning, and Existing Uses**

Approximately 238 acres of the project site are located within the jurisdiction of the City of Long Beach, while the remaining approximately 23 acres are located within the jurisdiction of the City of Lakewood. The majority of the portion of the project site located within the City of Long Beach is designated in the General Plan Land Use Map as Land Use District (LUD) No. 7 (Mixed-Use), while the southernmost portion of the project site south of the extension of Conant Street is designated LUD No. 12 (Harbor/Airport), as shown in Figure 48 on page 431. As illustrated in Figure 49 on page 432, the 238 acres within the City of Long Beach are zoned PD-19 (Douglas Aircraft Planned Development Ordinance). Within the City of Lakewood, the project site is located within the boundaries of the Lakewood Redevelopment Plan for Redevelopment Project Area III (hereafter referred to as the Redevelopment Area III Plan). The site is within Subarea 1d of the Redevelopment Area III Plan. In addition, this 23-acre portion of the site is designated in the Lakewood General Plan Land Use Map as Industrial, as shown in Figure 48 on page 431, and is zoned M-2 (Heavy Manufacturing), as shown in Figure 49 on page 432. Descriptions of these land use designations and zoning for the site are provided in more detail below.



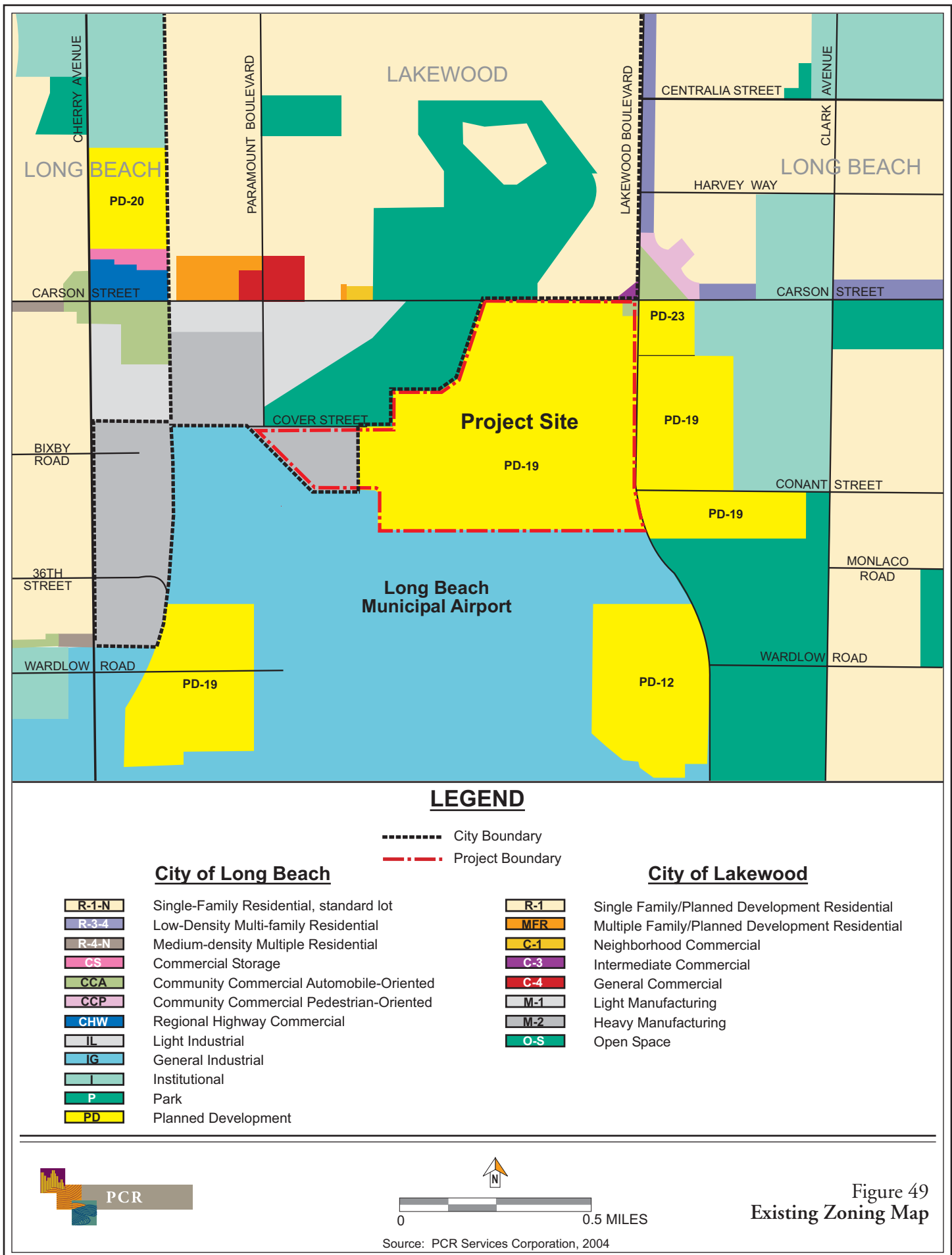


Figure 49  
Existing Zoning Map

Although analyzed as part of the project, a small portion (less than one-half acre) of the PacifiCenter site located on the southwest corner of Lakewood Boulevard and Carson Street is not currently under Boeing ownership. This property, which is zoned CCA (Community Commercial Automobile-Oriented) and was previously used as a service station, is now owned by the City of Long Beach. Disposition of this property to Boeing Realty Corporation or another development entity may be completed as part of the project.<sup>200</sup>

Until recently, more than five million square feet of permitted useable floor area was occupied on-site, including office, manufacturing, assembly, research and development (R&D), warehouse, and mechanical space. However, in recent years the occupancy of the site has dropped dramatically as a result of the decline in the aerospace industry.<sup>201</sup> In addition, demolition activities are currently underway in conjunction with a mandated soil and groundwater remediation program (refer to Section IV, Overview of Environmental Setting, for further discussion) and will result in the removal of much of the on-site development. The majority of the buildings on the project site include, or recently included, large corrugated metal industrial buildings and airplane hangers, as indicated in the aerial photograph provided in Figure 3 on page 109 in Section III, Project Description. These low- to mid-rise industrial and R&D buildings generally range between 30 to 90 feet in height and from 2,000 to approximately 500,000 square feet in floor area. In addition, a nine-story executive office building is located adjacent to Lakewood Boulevard. Demolition activities associated with the ongoing remediation program have resulted in areas of the site that only contain disturbed soil. With the exception of these areas in which the demolition and remediation activities are underway, the remainder of the project site is paved with asphalt or concrete. Parking on the site is currently provided in surface lots in various locations throughout the project site. With the combination of the large building footprints and surface parking, much of the site is impervious with minimal amounts of landscaping.

The remaining occupied area of the site is generally located within the western 48-acre portion of the site immediately adjacent to the Airport, which is referred to as the

<sup>200</sup> In addition, an approximately 0.8-acre piece of land in the northwestern portion of the site located within both the City of Long Beach and City of Lakewood is owned by the Union Pacific Railroad. The Applicant is in the process of acquiring this property. The portion of the 0.8 acre within the City of Long Beach is zoned PD-19 and the portion within the City of Lakewood is zoned M2.

<sup>201</sup> At the time of the NOP (November 2002) the existing, occupied, on-site floor area was approximately 537,000 square feet. When accounting for demolition activities currently underway in conjunction with the mandated soil and groundwater remediation program, occupied square footage remaining in the Enclave will include: approximately 160,670 sq. ft. of manufacturing uses; 144,835 sq. ft. of office; 25,000 sq. ft. of R&D, 11,048 sq. ft. of warehouse, and 37,950 sq. ft. of mechanical, for a total of 379,503 square feet.

Boeing Enclave. With the exception of 4.5 acres that do not include any occupied structures, the Boeing Enclave is located in the City of Long Beach. This area is used for aviation-related uses, including: an engine run-up/aircraft testing area adjacent to the Airport in the southwest corner of the site; final aircraft preparation; ground support; receiving, and delivery operations; customer operations, aircraft testing, commercial flight, and avionics testing and development; flight dispatch operations; aircraft fueling; security operations; and maintenance operations for buildings and equipment. In addition, within approximately 11 acres of the 23-acre portion of the site in the City of Lakewood is an interim use as a storage facility for RVs, boats, trailers, and shipping containers.<sup>202</sup> Existing uses within the project site comply with the General Plan designations and the zoning for the site established by the Cities of Long Beach and Lakewood.<sup>203</sup>

Boeing will be relocating their transportation and salvage sales operations facilities, which are currently located on Cherry Avenue in the City of Lakewood, to a new location within the western portion of the PacifiCenter site as an interim use. These facilities will occupy approximately nine acres, of which up to approximately four acres will be located in the City of Lakewood and up to approximately five acres will be located within the City of Long Beach. Approximately 2.5 acres of these uses will be located within the Boeing Enclave. These Boeing operations support the C-17 and 717 aircraft manufacturing programs, and as such are ancillary uses. These interim uses are proposed to remain on the site until the land is ready for development or until Boeing secures alternative locations for these operations. These uses comply with the General Plan designations and the zoning for the site established by the Cities of Long Beach and Lakewood.

Primary vehicular access to the project site is provided off Lakewood Boulevard at Conant Street, with secondary access provided on the west side of the site from Cover Street. In addition to Lakewood Boulevard, a designated regional corridor, and Carson Street, a major arterial, other major roadways in the area surrounding the project site include Spring Street to the south and Cherry Avenue to the west, both of which are classified as major arterials.<sup>204</sup> Paramount Boulevard, a major arterial for most of its length, also provides north-south access within the project vicinity. The project site is within close proximity to the I-405, I-605, SR-91, and I-710 Freeways. Please refer to

<sup>202</sup> *The 11 acres are all outside of the Boeing Enclave.*

<sup>203</sup> *The City of Lakewood approved a Conditional Use Permit (CUP) in February 2002 for the storage facility. The CUP is valid for five years. The lease on the land between Boeing and the operator can be cancelled with 30-day notice.*

<sup>204</sup> *Transportation Element of the Long Beach General Plan, City of Long Beach Department of Planning and Building, December 1991.*

Section V.L, Transportation/Circulation and Parking, for a more detailed discussion regarding the circulation network.

### Surrounding Uses and Zoning

As shown in Figure 3 on page 109 in Section III, Project Description, the project site is surrounded by a variety of land uses, including aviation, office, retail, industrial, recreation, residential, and educational uses. The most prevalent land use in the immediate area is the Long Beach Airport (Airport), which is located to the south and west of the site. The Airport is zoned IG (General Industrial) and occupies approximately 1,166 acres, of which 685 acres are devoted to aircraft operations, 12 acres to the terminal complex, 152 acres to aviation-related leases, and 317 acres serve as buffer.<sup>205</sup> The Airport is designated as a non-hub airport (i.e., serving less than 0.05 percent of the total nation-wide enplanements), with 350,603 annual operations (landings and takeoffs) in 2002. The Airport serves a large number of private non-commercial aircraft and is one of the nation's busiest airports in terms of general aviation activity, with 93 percent of annual operations constituting general aviation.<sup>206, 207</sup> The remaining seven percent of the Airport's annual operations are as follows: 5 percent of the operations are by air carrier, 2 percent are by commuter carrier, and less than 1 percent constitutes industrial operations.<sup>208, 209</sup> In 2002, the airport handled approximately 58,600 tons of air cargo. In addition, between August 2001 and 2003, the number of passengers increased from 600,000 annual passengers to almost 3,000,000 annual passengers. The Airport has five runways, ranging in total length from 4,267 feet to 10,000 feet.<sup>210</sup> There are two sets of parallel runways aligned in an east-west (7L/25R and 7R/25L) and north-south (16L/34R and

<sup>205</sup> The buffer area includes land east of the airport that is now in use as Skylinks Golf Course and areas along Lakewood Boulevard and south of Spring Street, which are occupied by the Airport Business Park, Kilroy Airport Center, and the Water Treatment Plant.

<sup>206</sup> Long Beach Airport, LGB Monthly Airport Activity Report, December 2002.

<sup>207</sup> General aviation is defined as activity other than operation by air carrier, commuter carrier, industrial operations, charter operations, and public aircraft (i.e., private non-commercial aircraft).

<sup>208</sup> Long Beach Airport, LGB Monthly Airport Activity Report, December 2002.

<sup>209</sup> Air carrier is defined as a scheduled carrier operating aircraft having a certified maximum takeoff weight of 75,000 pounds or more and transporting passengers or cargo. Commuter carrier is defined as a scheduled carrier operating aircraft having a certified maximum takeoff weight of less than 75,000 pounds and transporting passengers or cargo. Industrial operation refers to aircraft over 75,000 pounds for purposes of production, testing, remanufacturing, or delivery by or under the control of a manufacturer based at the Long Beach Airport.

<sup>210</sup> Measured end to end of pavement. There is a short piece of pavement at the south and north ends of Runway 16/34 that is not counted as pavement or as a stopway probably because of an east-west taxiway at the end.

16R/34L) direction forming a rectangle, and an additional 10,000-foot runway (Number 12/30) that is aligned in a northwest-southeast direction splitting the two sets of runways. All of the runways are used for general aviation. Runway 12/30 is used for commercial flights as well as general aviation. Runway 7L/25R is used as the back-up runway for commercial flights, but is typically used only during rare circumstances (e.g., during repaving of Runway 12/30). Please refer to Section V.E, Hazards and Hazardous Materials, and V.I, Noise, for a supplemental description of the Airport.

The area to the east of the project site along Lakewood Boulevard is zoned PD-19 with a small area of PD-23 (Douglas Center) at the southeast corner of Carson Street and Lakewood Boulevard (see Figure 49). This area is occupied by Boeing's 717 assembly facility and office complex.<sup>211</sup> Directly east and northeast of the 717 assembly facility is Long Beach City College, which is zoned I (Institutional). Veteran Memorial Stadium, which is part of the College, is located directly east of the 717 facility, while the Liberal Arts Campus of the College is located north of Carson Street. South of Veteran Memorial Stadium and the 717 facility is Alton Training, LLC (an independent operation), with a small park to the east, as well as the Skylinks Golf Course. As indicated by the aerial photograph provided in Figure 3 on page 109 in Section III, Project Description, this golf course provides an open space area and serves as a buffer between the residential area further to the east and the Airport.

The area northeast of the project site is primarily zoned R-1-N (Single-family Residential, standard lot), with CCA (Community Commercial Automobile-Oriented) and CCP (Community Commercial Pedestrian-Oriented) at the corners and greater residential density, primarily R-3-4 (Low-density Multi-family Residential), along the arterials. This area primarily consists of single-family residences. Some commercial land uses, such as a flower shop, restaurant, and bar, are located within a triangular area bounded by Lakewood Boulevard, Carson Street, and Norse Way.

The area within the City of Long Beach to the west of the project site also has a mix of zoning including IL (Light Industrial), CCA, CHW (Regional Highway Commercial), CS (Commercial Storage), R-1-N, P (Park), and PD-20 (Planned Development). The surrounding uses to the west of the site include the Lakewood Country Club Golf Course and existing commercial development immediately west of the Club.

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<sup>211</sup> *The project site was historically connected to these Boeing facilities by underground pedestrian and vehicular tunnels, a pedestrian overpass, as well as by surface crossing of Lakewood Boulevard at Conant Street. However, the tunnels and pedestrian overpass have been closed.*

In terms of zoning within the City of Lakewood, as indicated in Figure 49 on page 432, the area immediately north of the western portion of the project site (i.e., the Lakewood Country Club Golf Course) is zoned O-S (Open Space). Immediately south of Carson Street and to the south and southwest of the Lakewood Country Club Golf Course are areas that are zoned M-1 (Light Industrial) and M-2, respectively. To the immediate north of the eastern portion of the project site (on the north side of Carson Street) is an area that is zoned R-1-15000 (Single Family). This area is referred to as the Lakewood Country Club Estates. The area north of the Lakewood Country Club is zoned R-1 and R-1-7500. In addition, there are small areas along the north side of Carson Street that are zoned C-1 (Neighborhood Commercial), C-4 (General Commercial), and MFR (Multi-Family Residential).

## **b. Existing Regulatory Setting**

Development activity within the Cities of Long Beach and Lakewood is subject to the land use regulations set forth in the General Plan and Zoning Ordinances of both Cities. The General Plans for both jurisdictions consist of several individual documents, including the Land Use, Transportation (City of Long Beach) or Circulation (City of Lakewood), Air Quality, Noise, Housing, Open Space, Conservation, and Safety Elements (the Elements).<sup>212</sup> In general, the Elements provide an inventory of existing resources or conditions, specify goals and policies intended to direct and manage new development, and suggest implementation strategies for the attainment of specified objectives. The Land Use Element is discussed in this section, and other General Plan Elements are addressed in the appropriate environmental analysis sections in this EIR (i.e., Section V.A., Aesthetics; Section V.B, Air Quality; Section V.I, Noise; Section V.J, Employment, Housing and Population; V.K.1, Police Protection; and Section V.L, Transportation/Circulation and Parking). However, amendments to General Plan Elements and city ordinances that are proposed as part of the project are presented in this Section.

The City of Long Beach Land Use Element, which indicates that the concept of managed growth is its underlying goal, contains general goals and objectives, several of which are applicable to the proposed PacifiCenter project.<sup>213</sup> Specifically, the Land Use Element contains 15 broad goals excerpted from Long Beach 2000: The Strategic Plan. The Strategic Plan 2010 recently superseded the 2000 Strategic Plan and the City has

<sup>212</sup> *In addition, the City of Long Beach has Scenic Routes and Seismic Safety Elements, as well as a Bicycle Master Plan. The General Plan for the City of Lakewood also contains Recreation and Community Service and Economic Development Elements.*

<sup>213</sup> *Land Use Element of the Long Beach General Plan, revised and reprinted April 1997.*



stated its intent to update the Land Use Element to address the goals of the Strategic Plan 2010. The Strategic Plan 2010 represents the views of residents, task forces and City staff and covers a variety of topics, including neighborhoods, education and youth, safety, business growth, work force development, and the environment. The Strategic Plan specifies goals for, and is intended to serve as a guide to addressing, each of these topics.

The City of Lakewood Land Use Element also contains general goals and objectives, several of which are applicable to the portion of the site within the City of Lakewood. In addition, the Lakewood Redevelopment Plan for Redevelopment Project Area III also influences land use decisions and promotes revitalization of the redevelopment area. The relevant goals and objectives established by the Cities of Long Beach and Lakewood are discussed in more detail below in the analysis of project impacts.

Development within close proximity to an airport raises distinct land use issues. Relevant to development of the project site is the Airport Layout Plan prepared by the Airport, which illustrates the airport property boundaries, airport facilities, runways, taxiways, helipads, adjacent land uses, buildings on the airport property, building restriction lines, and runway protection zones (RPZs) based on Federal Aviation Administration's (FAA) Federal Aviation Regulations (FAR) Part 77. See Figure 42 on page 362, V.E., Hazards and Hazardous Materials, for the components illustrated on the Airport Layout Plan that affect the project site. Also relevant to development of the project site is the adopted Los Angeles County Airport Comprehensive Airport Land Use Plan (ALUP) for the Long Beach Airport, which was prepared based on guidelines, recommendations, regulations and/or policies of the FAA, California Department of Transportation, Division of Aeronautics, and municipalities from within the County. The analysis of project impacts below provides a more detailed discussion of aviation-related regulations applicable to the project.

There are also a number of regional plans that regulate development within the area surrounding the project site. Projects within the County of Los Angeles fall under the Metropolitan Transportation Authority (MTA) Congestion Management Program (CMP), which addresses regional traffic congestion issues. The project site is also located within the planning area of the Southern California Association of Governments (SCAG), which has established regional planning programs in its Regional Comprehensive Plan and Guide (RCPG). Additionally, the proposed project is located within the South Coast Air Basin and is therefore regulated by the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). Finally, both the City of Long Beach and the City of Lakewood are members of the Gateway Cities Council of Governments (COG). The COG advocates for its members at the regional, state, and federal levels on

issues of importance, such as transportation planning and funding, economic development, and air quality. The COG does not have regional authority. The relevant policies established by SCAG are discussed in more detail below in the analysis of project impacts. A summary of the project's consistency with the AQMP and CMP is also provided below. Refer to Section V.B, Air Quality and V.L, Transportation and Circulation for a detailed discussion of the project's consistency with the AQMP and CMP, respectively.

## **2. ENVIRONMENTAL IMPACTS**

### **a. Methodology**

The evaluation of land use impacts addresses the consistency of the proposed project with adopted plans, policies and ordinances and the compatibility of the project with surrounding uses in the project vicinity. The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions pertaining to the project site.

### **b. Thresholds of Significance**

For the purposes of this analysis, a land use impact will be considered significant if the proposed project will result in:

- Conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect;
- Non-conformance with the applicable goals, objectives, and requirements of the City of Long Beach General Plan, Strategic Plan 2010, or Zoning Ordinance, or the City of Lakewood General Plan, Redevelopment Area III Plan, or Zoning Ordinance; or
- Substantial conflicts with surrounding land uses due to an incompatible interface between such uses and the physical and/or operational characteristics of the proposed uses.

### **c. Project Features**

As discussed below under the analysis of project impacts, the proposed project will not be fully consistent with the PD-19 zoning of the site and portions of the General Plan. Therefore, to provide for the project, a new Planned Development Zone is proposed along with amendments to the land use designations for the site.

#### **Proposed Planned Development Zone**

The project proposes development standards including standards regarding the types and distribution of land uses, building setbacks, and building heights. These standards will be incorporated into a new Planned Development Zone for the project as well as within the Design Guidelines for the project site. As described in Section III, Project Description, the project will include two general land use categories: Commercial and Housing. Approximately 101 acres of the site will be occupied by Housing and parks/open space located within the northern portion of the site, and approximately 160 acres will be occupied by Commercial uses within the southern portion of the site. The project will contain a maximum of 2,500 residential units. The 62-acre western portion of the Housing area, extending from the Lakewood Country Club golf course to 1st Street, will contain low- to medium-density housing with an approximate average of 16 units per gross acre net of parks and open space and a range of approximately 5 to 25 units per gross acre. Housing in the 39-acre eastern portion of the Housing area, from east of 1st Street to Lakewood Boulevard, will be medium- to high-density with an approximate average of 45 units per gross acre and a range of 14 to 70 units per gross acre.

The Commercial area located within the southern portion of the project site will be developed with up to 3.3 million square feet of office, R&D, light industrial, retail, and aviation-related development and up to 400 hotel rooms. Additionally, a retail overlay zone will be established along a segment of the interface between the Commercial and Housing areas within the eastern portion of the site (i.e., along A Street between Lakewood Boulevard and 1st Street). The overlay zone will allow ground floor retail uses with upper story multi-family residential units in the Housing area and ground floor retail uses with upper story commercial uses in the Commercial area, as well as stand-alone retail uses. Although retail uses are generally contemplated near the southwest corner of A Street and Lakewood Boulevard, retail uses may occur elsewhere within the Commercial area in the southern portion of the site. As discussed in Section III, Project Description, the project will also include an optional component of aviation-related uses along the southern portion of the site immediately adjacent to the Airport. Such aviation uses will primarily serve as an amenity to businesses at the project site and may include

hanger space for corporate jets and line maintenance “A” checks.<sup>214</sup> The general location of these proposed land uses is presented in the Land Use Diagram provided in Figure 4 on page 117 in Section III, Project Description. In addition, a 66-kV substation with a maximum footprint of approximately 305 feet by 230 feet is also proposed within either the Commercial or Housing areas of the site as shown in Figure 8 on page 124, Section III, Project Description. The location of this substation, which is expected to be constructed in approximately 2009, will be determined based on further input from Southern California Edison. The substation will serve the project site as well as other off-site areas. If located in the residential portion of the project site or fronting A Street in the commercial area, the substation will be a low profile structure (equipment will be approximately 12 feet in height). If the substation is located in the commercial area not fronting on A Street, the equipment will be approximately 20 feet in height. In either scenario, the substation will have underground feed lines and will include an 8-foot masonry wall located at the building setback line with landscaping between the right-of-way and the wall. Such landscaping will include trees, shrubs, and ground cover.

Figure 7 on page 121, in Section III, Project Description provides a conceptual land use distribution map indicating how land uses may be developed in accordance with the new Planned Development District. As indicated in Figure 7 on page 121, within the low-to medium-density Housing area of the site, single-family detached units, townhomes, condominiums and townhome/flat combinations may be developed. Within the medium-to high-density Housing area of the site, condominiums, apartments, townhomes, and townhome/flat combinations may be developed. Figure 7 on page 121 also indicates that within the Commercial area located in the City of Long Beach, development will be guided by three zoning areas. Approximately 51 acres of the commercial area, located immediately west of Lakewood Boulevard, will be zoned PacificCenter Commercial-1 (“PCC-1”). Allowable land uses in this zone will generally include office, research and development, some light industrial uses, aviation-related uses south of Conant Street, hotel and retail. Approximately 42 acres of the commercial planning area will be zoned PacificCenter Commercial-2 (“PCC-2”) and will allow all light industrial uses and aviation-related uses in addition to each of the commercial land uses described above for the PCC-1 zone. Warehouse uses will be allowed only as an accessory use in the PCC-1 and PCC-2 zones. Retail uses will be allowed in both the PCC-1 and PCC-2 zones. Approximately 43.5 acres of the commercial planning area (the Enclave) will be zoned PacificCenter Commercial-3 (“PCC-3”) and will allow equivalent uses to those permitted in PD-19 (i.e., aviation-related uses) to continue. As uses within the Enclave are removed,

<sup>214</sup> *Line Maintenance “A” checks are scheduled functional inspections performed from a checklist. The activities include lubrication of moving parts, servicing of fluids, and inspection of components, hoses, electrical items and aircraft structure. Lighting and a ground power unit are used during these checks.*

the area will be developed with uses that are allowed in the PCC-2 zone. In addition, development within the 23-acre portion of the site in the City of Lakewood will continue to be regulated by the M2 Zone. As indicated by Figure 7 on page 121, some of the acreage within the PCC areas of the City of Long Beach or the M-2 area of the City of Lakewood may be reduced by dedicating and zoning these areas for parks and open space areas. A Conditional Use Permit (CUP) may be required for a park to be located within the City of Lakewood in the M-2 zone.

As shown in Figure 14 on page 135 in Section III, Project Description, seven height zones are proposed as part of the project and will be incorporated into the new Planned Development District. Within these height zones, building heights can range from 14 to 120 feet above proposed grades.<sup>215</sup> All height zones will comply with FAA height requirements. As indicated in Figure 14 on page 135, the Housing land use category contains three height zones. The low- to medium-density area will have a maximum building height that ranges from 35 feet along Carson Street (Height Zone 6) to a maximum of 45 feet further south of Carson Street (Height Zone 4). The medium- to high-density Housing area will range from a maximum height of 35 feet along the first 100 feet south of Carson Street (Height Zone 6) to 75 feet further to the south (Height Zone 5). The Commercial land use category, which contains four different height zones, will allow overall building heights ranging from a maximum of 14 to 120 feet in height. The height zone along Lakewood Boulevard within the Commercial area north of B Street (Height Zone 3) will allow maximum heights ranging from 90 up to 120 feet. In the central area of the site primarily between A Street and B Street, Height Zone 2 will allow maximum building heights ranging from 43 to 90 feet. Height Zone 1 immediately adjacent to the airport within the southernmost portion of the Commercial area will allow building heights ranging from 22 to 65 feet. Height Zone 1A within the Commercial area south of the Lakewood Country Club will allow maximum building heights of 14 to 55 feet.

The proposed Planned Development Zone (PD-32) will also include minimum setbacks for the primary streets within and adjacent to the project site as well as for the area adjacent to the Lakewood Country Club, as illustrated in Figure 19 on page 142 in Section III, Project Description. The established setbacks along the project's periphery include:

- A 28-foot setback from the property line along Carson Street (excluding the 12-foot right-of-way).

<sup>215</sup> *The proposed maximum building heights are measured from curb elevation to the top of a parapet or to the midpoint of a pitched roof, except within the City of Lakewood. Project buildings located within the City of Lakewood will be limited to four stories and 55 feet, measured to the ceiling of the uppermost story.*

- A 26-foot setback from the property line along Lakewood Boulevard (excluding the 14-foot right-of-way).
- A 20-foot setback from the property line adjacent to the Lakewood Country Club.
- A minimum 20-foot setback along the limited portions of the Airport edge on the southern and southwestern boundaries of the project site that are not part of the Long Beach Airport Layout Plan Building Restriction Zone. The no-build zone, which is greater than 20 feet in width, extends along most of the southern portion of the project site.

Setbacks have also been established for several of the internal streets, as follows:

- A 2-foot setback from the property line (excluding the 10-foot right-of-way) along A Street between Lakewood Boulevard and 1st Street for street-oriented retail uses.
- A 10-foot setback from the property line (excluding the 11-foot right-of-way) along 1st Street.
- An 18-foot setback from the property line (excluding the 11-foot right-of-way) along other internal collector roadways, including 2nd and 3rd Streets, except for those street segments that abut Building Restriction Zones, where adjacent development is not permitted.<sup>216,217</sup>

### **Proposed General Plan Amendments and Development Agreement**

The following presents the General Plan text and graphic amendments to the Land Use Element that are proposed as part of the project, with proposed text changes in italics, proposed deletions shown in double strikeout text, and proposed additions indicated in bold text:

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<sup>216</sup> *Additional internal streets may be constructed within the project site. Setbacks along these streets will vary and may be less than 30 feet, in accordance with the Design Guidelines to be implemented as part of the project.*

<sup>217</sup> *If A Street in the western portion of the site is located adjacent to the Golf Course, the minimum building setback will be 5 feet from the property line (excluding the 11-foot right-of-way).*

1) Amend the discussion regarding the Long Beach Airport Activity Center (page 207 of the Land Use Element) to reflect the decline and changes in the aerospace manufacturing industry. In addition, amend the policies for the Long Beach Airport Activity Center to allow a greater mix of uses, as follows:

*This complex center combines employment, commercial office, **research and development, hotels, retail, residential, light industrial,** manufacturing, and recreational uses, as well as commercial and private flying activities **and the potential for other aviation-related uses.** The largest land user is the Airport **while The Boeing Company is a large employer in the area. In recent years, some of the area owned by The Boeing Company has become available for redevelopment. Such redevelopment should provide a mix of uses that supports the existing uses in the vicinity and contributes to the positive identification and the economic health of the City.** ~~itself, but the dominant land use is McDonnell Douglas Corporation. It is not only the largest employer in the City, but also is the largest traffic generator. During peak hours, all streets in and around this center are crowded. Nearby office developments help satisfy the demands of McDonnell Douglas for working space, and contribute as well to the employment base and to the traffic demands. Some visitor serving uses, particularly hotels, have developed or are on line. The immediate area near the terminal has not reached its economic potential. Conflicts exist between the manufacturing/commercial uses and the nearby residential neighborhoods, especially along Clark Avenue. Because of the great spaces between the many parts of this center, only auto-circulation is~~ **primarily by automobile.** ~~feasible. However, any redevelopment within the center should provide opportunities for people to live, work and shop within close proximity so as to reduce the demand on the transportation infrastructure in the area. In addition, the provision of the use of alternative modes of transportation will result in a reduction in trips generated in the area. The presence of the San Diego Freeway, and its elevation above grade, provide a good advertising opportunity for the future.~~*

## POLICIES

*Continue to expand high tech, research and development uses, hotels, restaurants, and offices. Retain airport orientation **and related uses** as much as possible. **As opportunities for redevelopment of the area arise, allow residential uses provided such uses are designed to be compatible with and enhance other existing uses within and***

*surrounding the center. Do not permit local retail or services into the center, or regional shopping uses without solving the mixed traffic problems which would result. Require architectural and design compatibility with the newer structures. Emphasize visual compatibility, good design, landscaping, traffic generation and management.*

2) Amend the Long Beach Airport Activity Center graphic (page 208 of the Land Use Element) to identify the project site as a separate area (Area A), and to revise the description of Area A as follows:

***Area A: Planned Development Ordinance-32 (office, research and development, retail, hotel, light industrial, aviation-related, residential, and ancillary uses).***

3) Amend the Long Beach Airport Activity Center graphic (page 208 of the Land Use Element) to identify the remaining portions that were previously Area A to Area D and expand the boundary to the south on the east side of Lakewood Boulevard,

4) Amend the text of LUD No. 7 (page 66 of the Land Use Element) to clarify that residential uses may be appropriate with industrial development depending on the size and layout of the site and the orientation of the uses relative to one another, as follows:

*However, this is not to preclude the assignment of this district designation to areas which have as their base industrial/manufacturing/ warehousing uses. In these cases, the appropriate accompanying land uses include offices, visitor-serving uses, retail and restaurants, and services, all for the purpose of supporting the working population within the district complex. Along major thoroughfares in this district, large scale wholesale and retail uses may be appropriate, as permitted by the respective planned development ordinances; ~~Residential~~ residential uses are not permitted in these cases. **However, residential uses may be permitted within the Planned Development District 32 boundaries depending upon the size and layout of the site and the orientation of the uses relative to one another.***

5) Amend the Land Use map to change the LUD 12 designation in the southern portion of the site to LUD 7.

The project also includes amendments to the Noise Element of the General Plan to modify maps regarding the Airport Adjacent Land Use and Industrial Land Use to reflect



the PacifiCenter project. In addition, the project includes an amendment to the Noise Ordinance with regard to the District designation. Finally, General Plan text amendments to the Transportation Element regarding the Airport Activity Center to reflect the PacifiCenter project as well as amendments to the Bicycle Master Plan are also proposed. These proposed amendments are presented below:

6) Amend Figure 16, page 70 of the Noise Element to revise the industrial land use designation on the project site to mixed use. In addition, amend Figure 20, page 87 of the Noise Element to remove the designation of industrial land use from the site.

7) Amend the Noise District Map in Section 8.80.160 of the Municipal Code to indicate the northern portion of the site as District 1 rather than District 4.

8) Amend the text of the Transportation Element (page 70, third full paragraph) to revise the discussion regarding the Airport Activity Center as follows:

*Another fast growing area is at the Airport activity center. It is anticipated that over one million square feet of additional commercial floor space, 800 more motel rooms and over 700 residential units will be developed in this area. This additional growth will generate an additional 12,000 vehicular trips. **In addition, the PacifiCenter project will add up to 400 hotel rooms, 2,500 residential units, and 3.3 million square feet of non-residential floor space.***

9) Amend the Proposed Bicycle Facilities—Short-Term map (Figure 8, page 51) to reflect the proposed bikeways.

A Development Agreement will also be included for the project. Government Code Section 65864 “. . . declares that: the lack of certainty in the approval of development projects can result in a waste of resources, escalate the cost of housing and other development to the consumer, and discourage investment in and commitment to comprehensive planning which would make maximum efficient utilization of resources at the least economic cost to the public.” A Development Agreement is typically used for larger projects that develop over time to provide some certainty for the City and Applicant with regard to development standards, implementation of infrastructure, and payment of fees. Consistent with the proposed Planned Development-32 District, the Development Agreement, which will have a 20-year term, will address the maximum amount of development permitted on-site, the general types of uses permitted, the general locations of uses within the Commercial area, the maximum amount of retail uses permitted, the

maximum density of residential units, residential product types, the proportion of residential units that will be for-sale and rental, and appropriate transportation improvements. Among other provisions, the Development Agreement will also include requirements regarding open space and parks, infrastructure phasing, development impact fees, including affordable housing fees, and a commitment to public art. The Development Agreement will provide for implementation of off-site mitigation measures for traffic impacts rather than the payment of fees. In addition, the Development Agreement will provide fixed fees for Parks and Sewer Impact fees. Conversely, plan check fees will not be fixed under the terms of the Development Agreement. In addition, the Development Agreement will stipulate that the project will not be subject to any City impact fees implemented subsequent to approval of the Development Agreement.

#### **d. Analysis of Project Impacts Relative to Regulatory Compliance**

##### **(1) City of Long Beach**

##### **(a) Consistency with the City of Long Beach General Plan**

##### **Consistency with Relevant General Plan Policies**

The following discussion provides an analysis of the PacifiCenter project's consistency with the applicable goals and objectives set forth in the Land Use Element of the City of Long Beach General Plan. The adopted Land Use Element contains a presentation of operational objectives relevant to the proposed project. A description of each of these Land Use objectives is followed by a discussion of the project's consistency with such objectives.

- Managed Growth:<sup>218</sup> The Land Use Element recognizes that quality of life is multi-faceted and complex. The lifestyle provided in Long Beach is balanced between the "...friendliness and tranquility of small town life and the excitement and opportunity of a big city economy." The Land Use Element states that preservation of that lifestyle can occur through a "...sensitive and restrained distribution of land uses and densities throughout the City." The Element also recognizes that richness can be added to a community through the mix of old and new structures, which helps establish a sense of place with which people can identify. In addition, quality of life includes arts and culture.

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<sup>218</sup> *City of Long Beach Land Use Element, 1997, pages 19-21.*

The Element states that arts and culture can flourish by encouraging active street level uses, pleasant pedestrian routes, and special activities combining public art and permanent cultural facilities. Furthermore, the Element recognizes that to achieve the increase in needed housing “. . . new housing must be concentrated around Downtown and the other economic activity nodes of the City, and along some of the principal streets which connect them.”

Project Consistency with Objective: The project includes a land use mix and distribution of land uses and densities that are intended to revitalize the project site and create areas of activity, consistent with this objective. The development of housing on the project site will comply with this operational objective of locating new housing at economic activity nodes and along principal streets within the City. Specifically, the project will result in the creation of active streetscapes through the placement of different uses within close proximity on the site. For example, the provision of retail uses with office or residential uses within the retail overlay zone will create a pedestrian-oriented streetscape with visible economic activity on the project site.

- Economic Development:<sup>219</sup> This Land Use objective states that Long Beach will pursue economic development which focuses upon international trade, while maintaining and expanding its historic economic strengths in aerospace, biomedicine, and tourism. This objective indicates the primary reasons for fostering such economic development are to create employment opportunities for residents and a tax base for the City. A need to balance environmental quality with such growth is also specified by this objective. The discussion in the Land Use Element recognizes that reduced home-to-work travel will have regional environmental benefits from reduced air pollution, freeway congestion, and energy consumption.

Project Consistency with Objective: The proposed project will comply with the City's Economic Development objective by introducing new research and development, office, light industrial, retail, and hotel uses that will create additional jobs and City revenue, thereby contributing to the economic well-being of Long Beach. Please refer to Section V.J.1, Employment, for a more detailed discussion. In addition, increased property values resulting from development of the residential uses will increase City revenues. The project may also incorporate aviation-related uses, which are specified by this objective of the Land Use Element and residential next to commercial reduces home-to-work travel with associated regional environmental benefits.

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<sup>219</sup> *Ibid*, pages 21-22.

- New Housing Construction:<sup>220</sup> Within this Land Use objective, Long Beach encourages the development of 24,000 new housing units through the Year 2000, with emphasis on filling the gaps which exist or are anticipated in certain sectors of the City's housing market. (Refer to Section V.J.2, Housing, for a more detailed discussion regarding applicable housing policies.)

Project Consistency with Objective: The proposed project will comply with the City's New Housing Construction objective by providing up to 2,500 new residential units, thereby increasing and improving the City's housing stock. Please refer to Section V.J.2, Housing, for a more detailed discussion.

- Facilities Maintenance:<sup>221</sup> This Land Use objective indicates that Long Beach will maintain its physical facilities and public rights-of-way at a high level of functional and aesthetic quality, manifesting the pride of the citizens in their City and ensuring that future generations need not bear the burden of deferred maintenance. A link between land use type and intensity and the provision of services, such as open space, water, and solid waste disposal, is recognized by this objective.

Project Consistency with Objective: The PacifiCenter project will be designed as a master planned community, with adequate public facilities and infrastructure provided to meet the needs of on-site employees, residents, and visitors. The project will include improvements to the on-site circulation system (i.e., automobile, bicycle, and pedestrian) and the domestic water, sewer, storm drain, electricity, and natural gas systems, in addition to a new reclaimed water system and new recycling programs. Numerous passive and active recreational and open space facilities (e.g., park space, sports facilities, courtyards, etc.) will be provided on-site, and landscaping will be provided along the primary pedestrian walkways, within certain roadway medians, within building setbacks, and at the entrances to the site. The project will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development. All utility lines for water, gas, sewer, electricity, and certain communications will be installed underground. With the provision of the proposed Project Features and associated Design Guidelines, the project will comply with the City's Facilities Maintenance objective.

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<sup>220</sup> *Ibid*, pages 22-23.

<sup>221</sup> *Ibid*, page 23.

- Functional Transportation.<sup>222</sup> This Land Use objective specifies that Long Beach will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods. A need to coordinate land use and transportation planning is recognized by this objective. Implementation of this objective can occur by locating “sufficient employment in the city in proximity to residential areas” and by supporting transit ridership “by locating sufficient employment and residential densities along transit routes.” (Please refer to Section V.L, Transportation/Circulation and Parking, for a more detailed discussion regarding the City’s policies on functional transportation.)

Project Consistency with Objective: The project will implement this objective by locating employment opportunities within proximity to residential areas, without encroaching upon on- or off-site residential communities. As the project site is located adjacent to several transit routes, project implementation will provide opportunities for both workers and residents to use public transit. In addition, the project also includes bike lane improvements that will connect the area to the existing bike trail system. Such improvements will include new Class I bike lane improvements along Carson Street between Lakewood Boulevard and 1st Street and other Class II bike lanes. Please refer to Section V.L, Transportation/Circulation and Parking, for a more detailed discussion.

### **Consistency with Land Use Designations**

In addition to the goals and objectives discussed above, the City of Long Beach Land Use Element includes the following primary components: Forecasts, Urban Design, Neighborhood, Activity Center, and Traffic Corridors components. Components relevant to implementation of the proposed project include the Urban Design and Activity Center components. Relevant land use designations and associated policies are described below, followed by a discussion of project consistency with each of the designations.

Airport Activity Center: The Land Use Element identifies the project site as part of the Airport Employment/Activity Center. An activity center is defined as a place where concentrations of human activities are found. Activity centers provide identification, character, interest, vitality, and economic health to the City by affording opportunities for employment, shopping, recreation, and social interaction. Central to this concept is the need for Activity Centers to fulfill their purpose in a manner that is harmonious in terms of land use, traffic, and architecture. The Airport Employment/Activity Center is recognized

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<sup>222</sup> *Ibid*, page 24.

as a location that “combines employment, commercial office, manufacturing, and recreational uses, as well as commercial and private flying activities.”<sup>223</sup> The Urban Design Analysis contained in the Land Use Element recognizes that the heights and masses of buildings in such centers and the tendency toward a greater variety of uses will make these centers more important from an urban design perspective. The analysis also indicates that some of the City’s activity centers, including the Airport, would benefit from the addition of one or more tall structures. In addition, the discussion in the Land Use Element regarding Activity Centers states that “. . . integration into the life of the communities surrounding them is of great importance, and will be particularly challenging at the airport, where existing and probably future uses can have negative effects on their environs.”<sup>224</sup> The more detailed policy for the land use designation Airport Activity Center follows:

“Continue to expand high tech, research and development uses, hotels, restaurants, and offices. Retain airport orientation as much as possible. Do not permit local retail or services into the center, or regional shopping uses without solving the mixed traffic problems which would result. Require architectural and design compatibility with the newer structures. Emphasize visual compatibility, good design, landscaping, traffic generation and management.”<sup>225</sup>

Project Consistency with Airport Activity Center Designation/Policy: As currently adopted, the project will not comply with the Airport Activity Center because of the proposed mix of uses. However, the project proposes the following amendment to the Airport Activity Center:<sup>226</sup>

*This complex center combines employment, commercial office, **research and development, hotels, retail, residential, light industrial,** manufacturing, and recreational uses, as well as commercial and private flying activities **and the potential for other aviation-related uses.** The largest land user is the Airport **while The Boeing Company is a large employer in the area. In recent years, some of the area owned by The Boeing Company has become available for redevelopment.** Such*

<sup>223</sup> City of Long Beach, Land Use Element, page 207.

<sup>224</sup> City of Long Beach Land Use Element, 1997, page 44.

<sup>225</sup> City of Long Beach Land Use Element, 1997, page 207.

<sup>226</sup> As indicated in the Project Features section, the proposed General Plan text amendments provide the text in italics with proposed deletions shown in ~~double-strikeout~~ text and proposed additions indicated in **bold** text.

**redevelopment should provide a mix of uses that supports the existing uses in the vicinity and contributes to the positive identification and the economic health of the City.** ~~itself, but the dominant land use is McDonnell Douglas Corporation. It is not only the largest employer in the City, but also is the largest traffic generator. During peak hours, all streets in and around this center are crowded. Nearby office developments help satisfy the demands of McDonnell Douglas for working space, and contribute as well to the employment base and to the traffic demands. Some visitor serving uses, particularly hotels, have developed or are on line. The immediate area near the terminal has not reached its economic potential. Conflicts exist between the manufacturing/commercial uses and the nearby residential neighborhoods, especially along Clark Avenue. Because of the great spaces between the many parts of this center, only auto-circulation is~~ **primarily by automobile. feasible. However, any redevelopment within the center should provide opportunities for people to live, work and shop within close proximity so as to reduce the demand on the transportation infrastructure in the area. In addition, the provision of the use of alternative modes of transportation will result in a reduction in trips generated in the area.** ~~The presence of the San Diego Freeway, and its elevation above grade, provide a good advertising opportunity for the future.~~

## POLICIES

Continue to expand high tech, research and development uses, hotels, restaurants, and offices. Retain airport orientation **and related uses** as much as possible. **As opportunities for redevelopment of the area arise, allow residential uses provided such uses are designed to be compatible with and enhance other existing uses within and surrounding the center.** Do not permit local retail or services into the center, or regional shopping uses without solving the mixed traffic problems which would result. Require architectural and design compatibility with the newer structures. Emphasize visual compatibility, good design, landscaping, traffic generation and management.

The proposed project will comply with the amended, detailed policy for the Airport Activity Center by developing a mix of R&D, office, light industrial, and hotel uses on the site, thereby concentrating a variety of human activities. The project will be designed as a master planned community and will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development and that

sufficient landscape amenities are provided. The project site could also retain an airport orientation given the project option to provide aviation-related uses along the southern portion of the site, which will clearly link the adjacent on-site uses to the Airport. The proposed retail uses will not conflict with the policy in that traffic conditions in and around the site are considerably different today given the decline of the aerospace industry. The proposed mix of uses within the master-planned site, including retail, along with the circulation improvements proposed as part of the project will serve to minimize traffic congestion within the area. Please refer to Section V.L, Transportation/Circulation and Parking, for a detailed traffic analysis. In conflict with the current Airport Activity Center designation, the project includes up to 2,500 dwelling units. However, with the proposed amendment residential uses will be allowed. With the proposed amendments, the project will fully comply with the policy for the Airport Activity Center. In addition, with regard to urban design, the proposed project will allow for the introduction of taller buildings into the Airport Activity Center, creating visual variety and interest.

In addition, the project proposes amendments to the Airport Activity Center map (page 208) of the Land Use Element. The revisions will establish the project site as a separate area (Area A) with the description of the land uses that will be allowed by the PD-32 ordinance. The proposed amendments will also identify the remaining portions that were previously designated Area A as Area D and expand the boundary to the south on the east side of Lakewood Boulevard. A description of Area D will designate the area as General Industrial, which will reflect the activities that currently occur at these locations. With these amendments to the Airport Activity Center Map, the project will comply with the designations.

Generalized Concept Plan: The Land Use Element also provides a Generalized Concept Plan, which presents some of the fundamental policies of the Land Use Element. This Generalized Concept Plan identifies the project site as a Major Employment Center that, as a fundamental policy of the Land Element, should be maintained or enhanced.

Project Consistency with Generalized Concept Plan: The PacifiCenter project will be developed as a regional employment center that will revitalize and redevelop an underutilized property. The project will thus promote the site as a Major Employment Center, as set forth by the Land Use Element. The mix of uses developed on-site will provide substantial employment opportunities requiring varied skill sets, which will complement the residential element of the project site. Additionally, the residential component of the project will help to enhance the employment opportunities by providing new, high-quality housing in close proximity to the employment center. Refer to Section V.J.1, Employment, for further discussion of employment issues.



Land Use District No. 7: The Land Use Element designates the majority of the Long Beach portion of the project site (north of the extension of Conant Street) as LUD No. 7 (Mixed Use District), as illustrated in Figure 48. Within the Element, LUD No. 7 provides for a combination of land uses, including the following: “. . . employment centers, such as retail, offices, medical facilities, higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities.” The LUD No. 7 text indicates that the district is not intended for uses “. . . which may have a detrimental effect on the ambiance, environment, or social well-being of the area. . . Examples of these uses are industrial and manufacturing uses, warehousing activities, and outside storage.” The LUD No. 7 text also states that in cases where there is a base of industrial/manufacturing/warehousing uses, “. . . the appropriate accompanying land uses include offices, visitor-serving uses, retail and restaurants, and services, all for the purpose of supporting the working population within the district complex.” The LUD No. 7 text provides that “along major thoroughfares in this district, large scale wholesale and retail uses may be appropriate, as permitted by the respective planned development ordinances. Residential uses are not permitted in these cases.”

Project Consistency with LUD No. 7 Designation: The proposed project is not consistent with the LUD No. 7 designation as currently adopted since the designation does not provide for residential uses along with industrial uses. Therefore, the project proposes the following amendments to the LUD No. 7:<sup>227</sup>

*However, this is not to preclude the assignment of this district designation to areas which have as their base industrial/manufacturing/ warehousing uses. In these cases, the appropriate accompanying land uses include offices, visitor-serving uses, retail and restaurants, and services, all for the purpose of supporting the working population within the district complex. Along major thoroughfares in this district, large scale wholesale and retail uses may be appropriate, as permitted by the respective planned development ordinances;* ~~Residential~~ **residential** *uses are not permitted in these cases. However, residential uses may be permitted within the Planned Development District 32 boundaries depending upon the size and layout of the site and the orientation of the uses relative to one another.*

<sup>227</sup> As indicated in the Project Features section, the proposed General Plan text amendments provide the text in italics with proposed deletions shown in ~~double-strikeout~~ text and proposed additions indicated in **bold** text.

With the proposed text amendment above, the project is consistent with the LUD No. 7 land use designation since the project is a mixed-use development that includes a wide range of commercial uses along with residential uses. The overall land use types on the site will be geographically separate (but connected through the circulation system and architectural design standards outlined in the Design Guidelines), with non-residential uses located in the southern portion of the site and residential uses in the northern portion. The project will thus provide a blend of uses within close proximity to one another, as desired by the land use designation. The types and geographic distribution of the proposed uses will provide opportunities for users of the site to walk to and easily access a range of uses. In particular, the residential uses will be located in close proximity to retail goods and services as well as employment and recreational opportunities. The proximity of such uses to one another will implement the intent of the Land Use Element to simplify and shorten the transaction of goods and services.

As stated in the LUD No. 7 text, mixed-use development can strengthen the urban structure of the City. The densities and intensities of uses proposed on the site are within the range of intensities that are typically found in urban settings. Through appropriate site planning, building orientation, and design of the project components, the project will create a distinct visual identity within this area of the City of Long Beach. Furthermore, as discussed in Section V.A, Aesthetics, the project will include Design Guidelines to ensure that proposed facilities are functionally and visually compatible with surrounding development, and the project elements to be introduced will improve the site's overall aesthetic character and general ambiance.

In general, the proposed uses are permitted in LUD No. 7. However, the text for LUD No. 7 does not provide for the exact mix and diversity of uses proposed as part of the project. Therefore, as indicated above in the Project Features, the project includes a proposed text amendment to the LUD No. 7 land use designation to clarify that residential uses may be appropriate in combination with industrial/manufacturing/warehousing uses. Given that the proposed residential uses will be separated from the non-residential uses by streets, setbacks, and landscaping which will serve as buffers, the project's mix of uses in the site layout and orientation proposed will not result in a conflict between the residential and non-residential uses. As discussed in Section V.I, Noise, limitations regarding the development of residential uses in the vicinity of Boeing Enclave operations (i.e., where light industrial uses will be primarily concentrated) will be implemented as mitigation as part of the project. With the proposed text amendment, the PacifiCenter project will be fully consistent with the LUD No. 7 land use designation.

With regard to the project's residential component, LUD No. 7 refers residential densities to LUD Nos. 3B, 4, 5, and 6, which are moderate and high-density residential districts allowing between 30 and 249 dwelling units per acre. Ultimately the LUD No. 7 residential density is established by the applicable Planned Development ordinance, as the LUD No. 7 text indicates that "specific densities are named in the planned development ordinance for each district." The ordinance that currently applies to the project site does not allow residential uses; however, as discussed below, the project includes the creation of a new Planned Development Zone. (See the discussion under Consistency with the City of Long Beach Zoning Ordinance, below, regarding the existing and proposed Planned Development ordinance for the site.) The new ordinance will include limitations regarding residential density, and such limitations will not exceed an average of 16 units per gross acre within the low- to medium-density Housing area within the western portion of the site and an average of 45 units per gross acre in the medium- to high-density Housing area within the eastern portion of the site. Therefore, the proposed residential densities will be consistent with the range suggested in the Land Use Element for LUD No. 7.

Land Use District No. 12: As illustrated in Figure 48, the southern portion of the site is designated as LUD No. 12 (Harbor/Airport District). LUD No. 12 is limited to two specific areas within the City, the Long Beach Harbor and the Long Beach Airport, both publicly owned areas. The Land Use Element recognizes that because of their size and single-function use, these areas shape the City's land use structure, socio-economic health, and the human environment. According to the Land Use Element, the land use composition within the Airport District is formulated by a master plan for the Long Beach Airport. The Element also indicates that the specific plans for land uses within the Airport boundary are to support and promote the Airport.

Project Consistency with LUD No. 12 Designation: The project site is not a part of the master plan for the Airport and is not publicly owned land. Therefore, to provide for the proposed commercial uses, the portion of the privately owned project site that is currently designated LUD No. 12 will be amended to LUD No. 7. In addition, as indicated above, some aviation-related uses will continue to be permitted within the southern portion of the commercial area in accordance with the new Planned Development District. This change will not affect existing or future operations within the Long Beach Airport. With the proposed amendment, the PacifiCenter project's potential conflict with the LUD No. 12 land use designation will be eliminated.

## Consistency with Other General Plan Elements and Ordinances

### Noise Element and Noise Ordinance

The project site is shown in the Noise Element as an industrial land use. Therefore, the project is not consistent with the maps in the Noise Element. However, the project includes an amendment to the maps in the Noise Element to provide for the proposed mixed-use project. With the proposed amendment the project will be consistent with the Noise Element.

The project site is shown in the Noise Ordinance as District 4, which is predominantly industrial with other land use types present. Therefore, the project is not consistent with the current district. However, the project includes an amendment to the map to designate the northern portion of the site as District 1, which is predominantly residential with other land use types present. With the proposed amendment, the project will be consistent with the Noise Ordinance. See Section V.I., Noise, for a detailed noise analysis.

### Transportation Element and Bicycle Master Plan

The Transportation Element includes a discussion regarding the Airport activity center. As indicated above, the Land Use Element designates the site as part of the Airport Employment/Activity Center. As currently adopted, the project will not comply with the Airport Activity discussion in the Transportation Element. However, the project proposes the following amendment to the discussion regarding Airport activity center:

*Another fast growing area is at the Airport activity center. It is anticipated that over one million square feet of additional commercial floor space, 800 more motel rooms and over 700 residential units will be developed in this area. This additional growth will generate an additional 12,000 vehicular trips. **In addition, the PacifiCenter project will add up to 400 hotel rooms, 2,500 residential units, and 3.3 million square feet of non-residential floor space.***

With the proposed amendment, the project will be consistent with the Transportation Element.

The City's Bicycle Master Plan indicates the future bikeways in the City. The City of Long Beach plans to make a number of near- and long-term improvements to its bikeway

system, to increase the connectivity and safety of the existing bikeway network. The project includes bicycle routes that will be incorporated into the internal circulation system. The Long Beach Bicycle Master Plan will be adhered to, as the project will improve the existing bikeway system. The project will include a revision to the Bicycle Master Plan to reflect the bike lane improvements that will be implemented as part of the project. Generally, Class I bike lane improvements will be provided along a portion of Carson Street, and Class II bike lane improvements will be provided within the site that will connect with the Carson Street bike lane as well as with Paramount Boulevard. However, while the project will not implement the bikeways as indicated in the Plan, the project will be consistent with the intent of the Bicycle Master Plan concept. Section V.L, Transportation/Circulation and Parking, includes an analysis of the project's proposed bikeways. The analysis concludes that the project will not result in a significant impact to the bicycle circulation system. Therefore, with the proposed amendment to reflect the bike lanes that will be implemented as part of the project, the project will be consistent with the Bicycle Master Plan.

### **(b) Consistency with the City of Long Beach Strategic Plan 2010**

As discussed above, the Strategic Plan 2010 is a broad policy document that addresses neighborhoods, education and youth, safety, business growth, work force development, and the environment. The following discussion provides an analysis of the PacifiCenter project's consistency with the applicable goals and action steps in the City's recently adopted Strategic Plan.

Neighborhood Development—Goal N5: Improve the quality and availability of neighborhood housing by addressing declining home ownership, neighborhood stability and increasing overcrowding.

- IV. N5.2 Increase the percentage of home ownership relative to the entire housing stock from 46 percent to more than 50 percent. Support housing assistance programs that stimulate and encourage home ownership. Improve or expand programs to upgrade or replace substandard rentals.
- IV. N5.3 Review and revise Long Beach's land use plan to allow for appropriate and feasible housing densities, including increased densities—with appropriate development standards and design guidelines—in the downtown and along major and minor arterials with access to public transportation.

Project Consistency with Goals/Action Steps: The PacifiCenter project will be consistent with Neighborhood Development, Goal N5 of the City of Long Beach Strategic Plan 2010 and the associated action steps by providing homeownership opportunities within more than 60 percent of the proposed units, by developing residential units in accordance with specific development standards and design guidelines, and by providing increased housing densities along major transit corridors, including Lakewood Boulevard and Carson Street.

Business Growth and Workforce Development—Goal B3: Create a balance between business growth and neighborhood needs.

V. B3.4 Expand Long Beach Airport business opportunities, but only within existing noise compatibility ordinances.

V. B3.10 Develop a neighborhood plan citywide for business development to ensure quality of life in the neighborhoods.

Project Consistency with Goals/Action Steps: The project will comply with Business Growth and Workforce Development, Goal B3 and the associated action steps since the proposed project will balance business growth and neighborhood needs within the City by constructing new housing units while increasing job opportunities. The project will be designed as a master planned community that will provide a live, work, and play environment and create identifiable neighborhoods. The project will also include community amenities such as passive and active open space areas, including parks and recreational facilities, that will serve the needs of on-site residents and several of which will be available to the general public. In addition, the project will expand airport business opportunities by locating light industrial, R&D, and aviation-related uses within close proximity of the Airport. All of the proposed uses will be located in compliance with existing noise compatibility ordinances.

Based on the above, the PacifiCenter project and the proposed mix and intensity of uses will be consistent with the applicable goals and action steps in the City's recently adopted Strategic Plan 2010.

### **(c) Consistency with the City of Long Beach Zoning Ordinance**

As indicated in Figure 49 on page 432, the majority of the 238-acre portion of the project site within the City of Long Beach is currently zoned PD-19 (Douglas Aircraft Planned Development District). The PD-19 zoning district was established in 1986 by

Ordinance No. C-6255 and amended in 1991 by Ordinance No. C-6915. Ordinance C-6915 establishes the guidelines for the use and development of the properties that are designated PD-19. There are two areas within the City of Long Beach that are zoned PD-19: (1) the project site and Boeing's 717 assembly facility to the east of Lakewood Boulevard; and (2) an area southwest of the project site, south of 36 Street and east of the railroad right-of-way (the Boeing C-17 Assembly Facility).

The standards set forth in the PD-19 ordinance are summarized in Table 26 on pages 461 through 464. The project as proposed could not be developed within the existing PD-19 zone since retail, hotel, and residential uses are not permitted. However, as described in the Project Features above, the project will include an amendment to the Long Beach Zoning Ordinance to create a new Planned Development District for the 238 acres of the PacifiCenter project site located in the City of Long Beach. Table 26 provides a summary and comparison of the existing PD-19 ordinance with the general content of the new Planned Development ordinance. The intent of the new ordinance is to establish development standards for the use and development of the project site as proposed. As described in the discussion of Project Features above, the new Planned Development ordinance will specify the permitted uses and their general location for each of the land use categories proposed, as well as the permitted development intensity, maximum height zones, and general development standards.

Division I of Chapter 21.25 of the Long Beach Zoning Ordinance addresses such zone changes and amendments to the zoning regulations. Specifically, Section 21.25.106 provides three findings that must be made for zone changes and amendments to the Ordinance. The two applicable findings are as follows:<sup>228</sup>

- A. The proposed change will not adversely affect the character, livability or appropriate development of the surrounding area; and
- B. The proposed change is consistent with the goals, objectives and provisions of the General Plan.

The proposed creation of the new Planned Development (PD) District and the amendment of the zoning for the site is specific to the proposed project. In addition, the project includes the amendment of the PD-19 ordinance to remove reference to the project site. The proposed PD District and zone amendment from PD-19 to PD-32 is consistent

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<sup>228</sup> The third finding is "If the proposed change is a rezoning of an existing mobile home park. . . ." This finding is not applicable since there is not an existing mobile home park on the site.

Table 26

COMPARISON OF DEVELOPMENT STANDARDS IN THE ADOPTED PD-19 ORDINANCE AND THE PROPOSED GENERAL CONTENT OF THE PD-32 ORDINANCE

Development Standard	PD-19 Ordinance (Douglass Aircraft Planned Development District) <sup>a</sup>	General Content of PD-32 Ordinance
Uses	Office; research and development; aircraft manufacturing; and fixed base operations	<p>Housing Area: Single and multi-family housing including single-family detached units, townhomes, townhome/flat combinations, apartments, and condominiums. Certain retail uses also permitted by right within specified areas. The PD will also specify other uses that will be permitted with a Conditional Use Permit (CUP), Administrative Use Permit (AUP), etc.</p> <p>Commercial Area:</p> <p>PCC-1: Allowable land uses will include office, research and development, some light industrial uses, aviation-related uses south of B Street, hotel, and retail.</p> <p>PCC-2: Allowable land uses will include light industrial uses, aviation-related uses south of B Street, in addition to each of the commercial land uses described above for the PCC-1 zone.</p> <p>PCC-3: Allowable land uses will include current on-going aviation-related uses, consistent with PD-19. As uses within the Enclave are removed, the area will be developed with uses allowed in PCC-2.</p> <p>Warehouse uses will be allowed as an accessory use only in the PCC-1 and PCC-2 zones.</p> <p>Other uses will be permitted with a CUP, AUP, etc. and will be specified by the PD.</p> <p>A 66 kV electrical substation may also be located within the site.</p>



Table 26 (Continued)

## COMPARISON OF DEVELOPMENT STANDARDS IN THE ADOPTED PD-19 ORDINANCE AND THE PROPOSED PD-19A ORDINANCE

Development Standard	PD-19 Ordinance (Douglass Aircraft Planned Development District) <sup>a</sup>	General Content of PD-32 Ordinance
Intensity of Development	Based on trip cap; new development limited to no more than 1,014 additional vehicles trips to and from the site in the P.M. peak hour between 4:00 P.M. and 6:00 P.M. <sup>b</sup>	Housing Area: Maximum of 2,500 residential units. Commercial Area: 3,300,000 square feet of non-residential floor area including a maximum of 150,000 square feet of retail floor area; plus a maximum of 400 hotel rooms, including ancillary uses.
Building Height	Based on building location; generally, height is limited to that needed to meet production demands; all building heights must be in compliance with the Federal Aviation Administration (FAA) Part 77.  For structures along Carson Street, building height must be below an imaginary plane extending from the top of the ten-foot high wall <sup>c</sup> near the southern boundary of the Lakewood Country Club Estates area on the north side of Carson Street to the top of the nearest of the existing 45 foot high structures on the property facing Carson Street.  If a tall building is constructed adjacent to public rights-of-way, the building(s) shall be designed so as to not be visually imposing on adjacent properties; such buildings are to be designed to enhance visual character through the use of building materials, facade treatments, finishes, and landscaping.	By height zone—In accordance with FAA Part 77 height requirements, with reduced heights immediately south of Carson Street and north of the Airport: Zone 1: 22-65 feet Zone 1A: 14-55 feet Zone 2: 43-90 feet Zone 3: 90-120 feet Zone 4: 45 feet Zone 5: 75 feet Zone 6: 35 feet

Table 26 (Continued)

## COMPARISON OF DEVELOPMENT STANDARDS IN THE ADOPTED PD-19 ORDINANCE AND THE PROPOSED PD-19A ORDINANCE

Development Standard	PD-19 Ordinance (Douglass Aircraft Planned Development District) <sup>a</sup>	General Content of PD-32 Ordinance
Setbacks	Setbacks for the IG (General Industrial) Zone apply: <sup>d</sup> 10 feet for yards fronting on minor arterial or greater streets 0 feet for yards fronting on local or collector streets 45 feet if adjacent to a residential district 0 feet if adjacent to property in a nonresidential district.	In accordance with a proposed Site Plan: Setbacks along the site periphery: <ul style="list-style-type: none"> <li>• 28 feet from the property line along Carson Street.</li> <li>• 26 feet from the property line along Lakewood Boulevard.</li> <li>• 20 feet from property line along the limited portions of the Airport edge on the southern and southwestern boundaries of the site that are not part of the Airport Layout Plan Building Restriction Zone.</li> <li>• 20 feet from property line along the boundary adjacent to the Lakewood Country Club.</li> </ul> Setbacks along internal streets: <ul style="list-style-type: none"> <li>• 2 feet from the property line along A Street between Lakewood Boulevard and 1st Street for street-oriented retail uses.</li> <li>• 18 feet from the property line along 1st Street.</li> <li>• 18 feet from the property line along other internal collector roadways, including 2nd and 3rd Streets, except for those street segments that abut Building Restriction Zones, where adjacent development is not permitted.<sup>e</sup></li> </ul> Glass with over 25 percent reflectivity shall be prohibited in all buildings on the site. All lighting shall comply with all applicable Airport Land Use Plan Safety Policies and FAA regulations. Night lighting will be shielded and directed away from residential uses; rooftop lighting will be limited to security lighting.
Building Materials and Lighting		

Table 26 (Continued)

## COMPARISON OF DEVELOPMENT STANDARDS IN THE ADOPTED PD-19 ORDINANCE AND THE PROPOSED PD-19A ORDINANCE

Development Standard	PD-19 Ordinance (Douglass Aircraft Planned Development District) <sup>a</sup>	General Content of PD-32 Ordinance
Screening		Enclave will be screened with landscaping as shown in Figure 25 of this EIR.
Review	Site Plan review either by the Planning and Building Department or by the Planning Commission required for new development to assure high quality design and site planning.	Site Plan review either by the Site Plan Review Committee or by the Planning Commission required for new development to assure high quality design and site planning.
Modifications	No deviation is permitted unless it is found to be consistent with the intent of the Master Plan for the site, which was adopted by the City Planning Commission on March 30, 1989.	Building sizes may be changed, building locations redistributed, or the mix of uses adjusted to meet changing user demand in accordance with the limitations above. However, architectural, landscaping, and overall design character of the site shall remain in substantial conformance with the Design Guidelines.

<sup>a</sup> The PD-19 zoning district was established in 1986 by Ordinance No. C-6255 and amended in 1991 by Ordinance No. C-6915.

<sup>b</sup> The Ordinance allows for an increase in development through the transfer of trips. Trips may be transferred between the Airport Area Planned Development Plans, which include PD-19 (Douglas Aircraft), PD-23 (Douglas Center), PD-12 (Long Beach Airport Terminal Area), PD-13 (Atlantic Aviation), PD-18 (Kilroy Airport Center), PD-9 (Airport Business Park), PD-15 (Long Beach Business Park), PD-27 (Willow Street Center), and PD-28 (Pacific Theaters).

<sup>c</sup> While the PD-19 ordinance indicates that the wall is 10 feet in height, the wall measures nine feet.

<sup>d</sup> The PD-19 Ordinance refers to the MG (General Manufacturing) Zone for setbacks. However, the MG Zone was eliminated as part of the Citywide revisions to the industrial districts. Therefore, the IG (General Industrial) setbacks now apply.

<sup>e</sup> Additional internal streets may be constructed within the project site. Setbacks along these streets will vary and may be less than 30 feet, in accordance with the Design Guidelines.

Source: PCR Services Corporation, October 2004.

with these findings in that the project will not adversely affect the character, livability or appropriate development of the surrounding area. The project will create an activity center with a mix of uses, which will have a unique identity that will contribute to the overall urban fabric of the City of Long Beach. In addition, the project will provide parks and open space areas on a site that currently has limited open space areas. As discussed in more detail below, the proposed project is compatible with the surrounding area in terms of uses and density of development. The residential component of the project has been located in the northern portion of the site, across Carson Street from existing single-family residences. The least dense and most restrictive building heights of the proposed residential development will be located along Carson Street. South of this area in the interior of the site, the development density and heights of structures will increase. The intensity of the project's commercial development is also compatible with surrounding commercial development and the adjacent Airport. In addition, as discussed above, the project is generally consistent with the City's General Plan and Strategic Plan. Planned development ordinances provide the implementation mechanism for development of property within LUD No. 7. The proposed PD District will specify the development standards, including the residential density that will be allowed on the site. The creation of the ordinance and the amendment from PD-19 to a new PD District does not conflict with the vision and policies of the General Plan. The LUD No. 7 text provides for mixed-use development and allows for the uses that are proposed as part of the project. With the proposed General Plan text amendments, which will serve to update the Land Use Element and clarify uses that are allowed on-site in LUD No. 7, the project will be consistent with the goals, objectives, and provisions of the General Plan.

In addition to the proposed ordinance, a Development Agreement is proposed as part of the project. The purpose of the Development Agreement is, among other things, to ensure the City that infrastructure and other improvements associated with the project are implemented and to ensure the Applicant that the project can be fully developed as proposed regardless of future changes that may occur in the City's policies and regulations. Chapter 21.29 of the Long Beach Zoning Ordinance provides for the use of a Development Agreement in accordance with Section 65864 of the California Government Code. Section 21.29.040A provides mandatory contents of a development agreement and requires that the agreement:

1. Specify the duration of the agreement;
2. Specify the permitted uses of the property;
3. Specify the density or intensity of use;
4. Set forth the maximum height and size of proposed buildings; and

5. Set forth provisions, if any, for reservation or dedication of land for public purposes.

As indicated in the Project Features described above, the Development Agreement will specify the types of uses that will be permitted in the project, as well as provide the maximum density for residential development and the intensity of commercial development. In addition, the Development Agreement will provide the building heights and the square footages allowed. Finally, the Development Agreement will address infrastructure improvements, including the provision of parks, as well as the payment of impact fees. Therefore, the proposed Development Agreement will comply with these mandatory content requirements. The Development Agreement will provide a vested right to develop the property in accordance with the project approvals and the land use regulations in effect at the time of the approval of the Development Agreement by the City of Long Beach. The Development Agreement is expected to be reviewed by the City of Long Beach Planning Commission and City Council at a public hearing at the time the EIR is reviewed.

Section 21.37.060 of the Long Beach Ordinance requires site plan review for all development proposals within a PD district. As the project is implemented, Site Plan Review will be required for individual projects prior to issuance of a building permit. The review will be conducted by the Site Plan Review Committee or the Planning Commission. Section 21.25.506 of the City's Ordinance provides five findings that must be made for development projects in the Site Plan Review process. These findings are as follows:

1. The design is harmonious, consistent and complete within itself and is compatible in design, character and scale, with neighboring structures and the community in which it is located;
2. The design conforms to any applicable special design guideline or specific plan requirements, such as the Design Guidelines for R-3 and R-4 Multi-family Development, the Downtown Design Guidelines, PD guidelines, or the General Plan;
3. The design will not remove significant mature trees or street trees, unless no alternative design is possible;
4. There is an essential nexus between the public improvement requirements established by this Ordinance and the likely impacts of the proposed development; and

5. The project conforms to all requirements set forth in Chapter 21.64 (Transportation Demand Management), which requirements are summarized in Table 25-1.<sup>229</sup>

The project is designed as a master planned community. The findings will be required for each development project. However, generally, the project will comply with the findings since the project will incorporate Design Guidelines, which will serve to ensure compatible design, character, and scale within the project site. In addition, the proposed uses will be located on the site so as to create internal functional compatibility. For example, the commercial uses will be located in the southern portion of the site, with the residential uses in the northern portion of the site. Along the interface of these two land use areas, the streets, setbacks, and landscaping, as well as the proposed retail overlay zone, will provide a buffer between the two areas. In addition, because of the distribution of uses, the project will be compatible with the surrounding off-site areas. The proposed residential uses will be located nearest to the existing residential uses north of the site, and more intense commercial and light industrial uses will be located closer to the Airport to the south. As discussed below, the project also includes features and mitigation measures that will be implemented to ensure the internal compatibility of uses. The project will also contribute to the community as a whole by creating an activity center in accordance with the City's General Plan designation of the site. While the project will result in the removal of some of the limited ornamental landscaping, new landscaping will be installed that will far exceed the amount of landscaping that currently exists on the site. In addition, as previously discussed, substantial infrastructure improvements, park and open space improvements, and other public improvements will be implemented as part of the project. In addition, the project will comply with all requirements of the City's Transportation Demand Management regulation set forth in Chapter 21.64 of the Municipal Code.

As the project is implemented, Site Plan Review will be required prior to issuance of a building permit. The review will be conducted by the Site Plan Review Committee or the Planning Commission.

With the adoption of the proposed Planned Development-32 ordinance and the rezoning of the site from PD-19 to PD-32 Zone, the project will comply with the City of Long Beach Zoning Ordinance.

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<sup>229</sup> Please refer to Section 21.25.506 of the Long Beach Municipal Code for the referenced Table and Section V.L, Transportation/Circulation and Parking, for the TDM analysis, as this relates to transportation rather than land use.

The project also includes a proposed vesting tentative map to subdivide the project site. The proposed subdivision of land will create parcels within the City of Long Beach that will be consistent with the requirements of the City of Long Beach Municipal Code and the Subdivision Map Act with regard to parcel dimensions, size, and orientation.

## **(2) City of Lakewood**

### **(a) Consistency with the City of Lakewood General Plan**

#### **Consistency with Relevant General Plan Goals and Policies**

The City of Lakewood Land Use Element indicates that as of 1994, the City is 99.5 percent developed, including the 23 acres of the project site within the City of Lakewood. The City encompasses approximately 6,108 acres within 9.5 square miles. While Lakewood has a mix of land uses within its boundaries, Lakewood's predominant land use is residential. The City of Lakewood Land Use Element contains general goals and policies regarding the spatial distribution of land uses and intensities. An analysis of the project's consistency with relevant goals and policies is provided below.

Goal 5: Encourage industrial and commercial projects in underutilized areas which will make a positive contribution toward the jobs-housing balance, abating local and regional traffic congestion.

#### Policies:

- 5.1 Encourage the development of industrial and commercial uses at the appropriate underutilized sites to provide job opportunities for the local labor force.
- 5.2 In accordance with the City's zoning ordinance, ensure compatibility when industrial and commercial uses become situated near existing residential areas, or other low intensity uses.

Project Consistency with Goal/Policies: The project will be consistent with Goal 5 and Policies 5.1 and 5.2 since the project will: (1) increase research and development, light industrial, and office uses within the City of Lakewood, thereby increasing job opportunities; and (2) make a positive contribution towards the City's jobs-housing balance. The City of Lakewood is primarily a residential community and with regards to

the jobs-housing balance is housing rich and jobs poor. The project will create employment opportunities and a tax base for the City of Lakewood. In addition, the project as a whole will provide the opportunity to reduce local and regional traffic congestion by locating employment, housing, and retail services within close proximity to one another. As discussed below, proposed development within the City of Lakewood portion of the site will be consistent with the existing zoning and land use designation of this portion of the site. Residential uses will be located within the northern portion of the site (in the City of Long Beach) and will be buffered from future on-site uses within the City of Lakewood by proposed streets, landscaping, and other commercial development within the Long Beach portion of the site. Thus, proposed development within the City of Lakewood will be compatible with future residential uses within the project site.

Goal 6: Physical improvements within the City shall be attractive and relate well with the surrounding setting and landscape. Less pleasing aspects of development shall be tempered with appropriate physical and/or landscape designs.

Policy:

- 6.1 Temper the less pleasing aspects of development, such as commercial signs, above ground storage tanks, parking lots, large expanses of plain or stucco walls, roof-mounted equipment, etc.

Project Consistency with Goal/Policy: The project will comply with Goal 6 of the Land Use Element of the Lakewood General Plan since the project includes Design Guidelines that will result in physical improvements that will improve the site's aesthetic character and relate to the surrounding setting. In accordance with the Design Guidelines, all utility lines for water, gas, sewer, electricity, and communications will be installed underground, and service areas and parking structures will be screened from view through the incorporation of architectural elements and landscaping. Within the City of Long Beach portion of the site, the proposed Commercial land use category, which will allow R&D, light industrial, and office uses, will be compatible with the surrounding development, including the Lakewood Country Club to the north of the project site and the Airport to the south and southwest of the project site.

Goal 7: To encourage all residents and property owners to contribute to the visual quality of the City by making improvements to and maintaining their property at the highest standard that creates pride and a sense of identity.



Project Consistency with Goal: The project will also comply with Goal 7 of the Land Use Element since implementation of the Design Guidelines will result in development that is visually compatible with the surrounding project area, resulting in a quality development that contributes to a sense of identity for the City of Lakewood. Refer to Section V.A, Aesthetics, for further discussion of the beneficial visual impacts resulting from project implementation.

### **Consistency with Land Use Designation**

Industrial Land Use: The 23-acre portion of the project site located within the City of Lakewood is designated in the Lakewood General Plan as Industrial. In 1995 Lakewood had a total of approximately 93 acres of industrial land, located primarily in the southwestern portion of the City, south of Carson Street and including the 23-acre portion of the site within the City of Lakewood. The Lakewood General Plan indicates that the maximum height for industrial designated land is four stories or 55 feet in height.

Project Consistency with Industrial Land Use Designation: The proposed R&D, light industrial, and office uses on the 23-acre portion of the project site within the City of Lakewood will comply with the Industrial land use designation on this portion of the site. A Conditional Use Permit may be required if a park is located within the City of Lakewood. As shown in Figure 14 on page 135 in Section III, Project Description, the Commercial land use area located within the City of Lakewood will be developed with buildings that will range in height from 14 to 55 feet in height. Buildings will be a maximum of four stories or 55 feet in compliance with the Zoning Ordinance, which provides the more restrictive limit.

### **(b) Consistency with the City of Lakewood Zoning Ordinance**

The 23-acre portion of the project site located within the City of Lakewood is currently zoned M-2 (Heavy Manufacturing). Uses allowed in the M-2 district include those allowed in M-1 (Light Manufacturing), as well as the manufacture of abrasives, butane service station, and large collection and processing facilities, provided a set of standards are met. Building height in the M-2 is limited to four stories or 55 feet, whichever is less, measured to the ceiling of the uppermost floor. The area within 50 feet of any property in a residential zone cannot be used for M-2 uses, but rather is limited to off-street parking or access to the M-2 property. Front and rear yard setbacks are required when the M-2 property abuts a residential zone. No side yard setbacks are required in the M-2 district. Part 18 of the Lakewood Zoning Ordinance requires Development Review Board approval prior to project implementation.

The proposed R&D, industrial, and office uses will comply with the M-2 zoning on the 23-acre Lakewood portion of the project site. As indicated above, the proposed building height within Lakewood will be 14 to 55 feet. In accordance with the M-2 development parameters (Section 9302.10 of the Lakewood Municipal Code), the building height will not exceed 55 feet as measured from the average level of the highest and lowest points of the lot covered by the building to the ceiling of the uppermost story.

The project will require review by the Lakewood Development Review Board for future development projects on the 23-acre portion of the site within the City of Lakewood. The Development Review Board will use the project's Design Guidelines, which will incorporate many of the Project Features presented in the various sections throughout this EIR, as the basis of its evaluation.

The project also includes a proposed subdivision map to subdivide the project site. The proposed subdivision of land will create industrial parcels within the City of Lakewood that will be consistent with the requirements of the Lakewood Code and the Subdivision Map Act with regard to parcel dimensions, size, and orientation.

### **(c) Consistency with the City of Lakewood Redevelopment Plan for Redevelopment Project III**

Redevelopment Area III Plan Objectives/Goals: As shown on Figure 48 on page 431, the portion of the project site within the City of Lakewood is located within the boundaries of the Lakewood Redevelopment Plan for Redevelopment Project Area III. Specifically, the site is located within Subarea 1d of Redevelopment Area III. The overriding objective of the Redevelopment Area III Plan is to eliminate or alleviate blighting conditions by providing needed public improvements, assistance for the development and rehabilitation of existing properties, low- and moderate-income housing, and other activities authorized by the California Community Redevelopment Law. To achieve this overall objective, redevelopment goals of the project area include: (1) to eliminate blighting conditions and prevent the acceleration of blight; (2) to provide for the comprehensive planning, redesign, reconstruction and/or rehabilitation of the area to facilitate higher and better utilization of the land; (3) to promote redevelopment that is consistent with the General Plan and Municipal Code; (4) to provide for adequately sized parcels and public improvements to encourage construction by private enterprise; (5) to engage commercial and industrial property owners in cooperative endeavors; and (6) to secure brokerage and development firms in identification of development opportunities. An analysis of the project's consistency with these objectives is provided below.

Project Consistency with Objectives/Goals: The proposed project will support the primary Redevelopment Area III Plan objective of eliminating conditions of blight and deterioration in the Redevelopment Project Area by redeveloping industrial properties and providing for upgraded services and infrastructure. Specifically, the project will: (1) facilitate the expansion of existing businesses in the area; (2) preserve the area's existing employment base and create local job opportunities; (3) create built and landscaped environments that reflect a high level of concern for urban design, land use, architecture, landscape principles, and local site conditions through implementation of Design Guidelines; and (4) facilitate the installation and expansion of required public infrastructure, utilities, streets, and landscaping. Ultimately, the proposed project will serve to enhance and promote a positive image and identity for the site and Redevelopment Project Subarea 1d (in which the site is located) as a whole. The project will not be required to have a Participation Agreement since the City is not directly involved in the redevelopment of the site.

Redevelopment Area III Plan Development Restrictions: The Redevelopment Area III Plan specifies that the type, size, height, number and proposed use of buildings within the Redevelopment Project Area shall be limited by applicable local and state ordinances as well as the Lakewood General Plan. As such, the Redevelopment Area III Plan designates the project site for industrial uses as set forth in the General Plan. In addition, the Redevelopment Area III Plan specifies the following: (1) the combined floor area ratio (FAR) for all buildings constructed on a single parcel shall not exceed 1.0 in areas designated for commercial or industrial use; (2) building heights are limited to a maximum of five stories; (3) building type shall be limited to those building types permitted by the Uniform Building Code (UBC) provided that the building type is appropriate for the permitted use; and (4) mixed-use development shall be permitted in compliance with the Lakewood Municipal Code and approved by the City of Lakewood.

Consistency with Development Restrictions: The PacifiCenter project falls within the estimated total potential development permitted under the Redevelopment Area III Plan. Specifically, the total floor area within this 23-acre portion of the site will be well below the 1.0 FAR. The height limit will range from 14 to 55 feet (four stories), which is below the five-story height limit established in the Redevelopment Area III Plan. In addition, proposed buildings will be constructed in accordance with UBC requirements. Furthermore, the project will comply with applicable requirements established in the City of Lakewood General Plan and Zoning Ordinance.

Based on the above, the PacifiCenter project will be considered consistent with the Redevelopment Area III Plan.

### **(3) Airport Planning**

As discussed in detail in Section V.E, Hazards and Hazardous Materials, development within the vicinity of the Airport is regulated by a number of airport planning documents and regulations, including Federal Aviation Administration Part 77 Regulations, the Airport Layout Plan for the Long Beach Airport (reviewed and approved by the FAA on April 5, 2000), and the Long Beach Airport Comprehensive Airport Land Use Plan (ALUP). The ALUP was prepared and adopted by the Los Angeles County Airport Land Use Commission (ALUC) based on guidelines, recommendations, regulations and/or policies of the FAA, Caltrans Division of Aeronautics, and municipalities within the County. The ALUP provides policies to promote land use compatibility and limit noise and other safety conflicts in areas surrounding airports. As discussed in Section V.E, Hazards and Hazardous Materials, the project will comply with the Airport Layout Plan as well as FAA Part 77 Regulations. The project will also assist in implementing the ALUP safety policies through restrictions on the following: development within Runway Protection Zones (RPZs); above-ground storage tanks of flammable liquids or toxic materials in RPZs; lighting within RPZs; erection or growth of objects within the RPZs associated with Runways 16L, 16R, 12, and 25R; uses that may affect safe air navigation; and uses that will generate electrical interference. In addition, as discussed in Section V.I, Noise, of this EIR, the project will be consistent with applicable noise policies set forth in the ALUP, including those regarding the ALUP Land Use Compatibility Table (which is based on noise exposure), the use of sound insulation for new residential uses, and informing property owners of airport noise levels. The project will be reviewed by the ALUC since the site is within the Airport “referral zone.”

As discussed in Section V.E, Hazards and Hazardous Materials, the Caltrans Division of Aeronautics has prepared the Caltrans Airport Land Use Planning Handbook (hereinafter referred to as the Caltrans Handbook). The Caltrans Handbook provides compatibility planning guidance to airport land use commissions, their staff and consultants, the counties and cities having jurisdiction over airport area land uses, and airport proprietors. With respect to the safety of persons on the ground, neither the FAA nor the County provides specific guidelines for land use compatibility assessments beyond the Runway Protection Zone. As such, although the Caltrans Handbook does not constitute formal state policy or regulation, the guidelines presented in the handbook have been considered in evaluating the compatibility of the project relative to the adjacent Airport. The Caltrans Handbook guidelines address various safety concerns (e.g., bird strikes, light, and glare) and include the establishment of various land use compatibility zones to assist project applicants in assessing areas of increased hazards based on the flight paths of aircraft. As discussed in detail in Section V.E, Hazards and Hazardous Materials, based on a number of factors, including current and expected airport

operations, the height zones proposed by the project, the compatibility guidelines set forth by the Caltrans Handbook, and the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the PacifiCenter project area. In addition, as discussed in Section V.I, Noise, the proposed uses will be consistent with the noise compatibility guidelines set forth by the Caltrans Handbook, including the guideline stating that residential uses in urban areas should not be located within the 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) contour.

#### **(4) Consistency with the Metropolitan Transportation Authority Congestion Management Plan for Los Angeles County**

The Congestion Management Program is a state-mandated program enacted by the legislature to address increasing concerns regarding the impact urban congestion has on local communities and the region as a whole. The CMP includes a system of highways and roadways with minimum level of service (LOS) standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model to evaluate traffic congestion and recommend relief strategies and actions. The CMP incorporates procedures for meeting deficiency plan requirements and strategies that mitigate or improve congestion and air quality. Proposed projects that have the potential to affect the designated CMP network (primarily mainline freeway segments and State routes such as Lakewood Boulevard) are required to identify and mitigate their adverse effects on the network. Section V.L, Transportation/Circulation and Parking, provides an analysis of the proposed project relative to CMP criteria and requirements, including an evaluation of post-project traffic levels on CMP corridors. As discussed therein, the project will be consistent with the Congestion Management Plan.

#### **(5) Consistency with the Southern California Association of Governments Regional Comprehensive Plan and Guide**

The PacifiCenter project site is located within the Gateway Cities subregion of the Southern California Association of Governments planning area and therefore falls under planning policies established by SCAG. SCAG is a joint powers agency made up of 13 subregions comprising six counties (Los Angeles, Ventura, San Bernardino, Orange, Riverside, and Imperial Counties). SCAG's Regional Comprehensive Plan and Guide (RCPG), with several chapters updated as recently as 2002, provides a general overview of various federal, state, and regional plans that affect the Southern California region and

serves as a comprehensive planning guide, focusing on growth through the year 2015. The primary goals of the RCPG are to improve the standard of living, enhance quality of life, and promote social and economic equity. The RCPG is divided into core chapters (Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management), which present federal and state policy requirements and recommendations; ancillary chapters (Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Waste Management), which provide regional plan recommendations; and bridge chapters (Introduction, Strategy, and Implementation), which serve as links between chapters.

Multiple elements of the PacifiCenter project are supportive of the concepts and policies contained within the RCPG. The proposed redevelopment of an existing, underutilized, aircraft production facility in an urbanized area will concentrate a mix of mutually supportive land uses near existing public facilities and infrastructure (e.g., roads, freeways, and utilities) as well as existing transit corridors. More specifically, project implementation will transform the PacifiCenter site into an activity center and community that will serve as a place to live and work. The mix of uses and amenities to be provided on-site, such as retail uses (including food service), sidewalks, and bicycle routes, will support the concept of sustainable development and help reduce the vehicle miles traveled by employees and residents. Similarly, the creation of parks and landscaped greenways throughout the site will promote a higher quality of life for PacifiCenter residents, employees, and visitors, in addition to enhancing the area's urban form.

Also in support of RCPG policies, the project's Design Features combined with the existing site conditions and proposed mitigation measures will serve to minimize adverse environmental impacts to the extent feasible. Based on these characteristics, the PacifiCenter project will be consistent with the SCAG RCPG. Table 27 on pages 476 through 480 provides a more detailed analysis of the project's consistency with specific RCPG policies.<sup>230</sup> Also refer to Table 41 on page 564 in Section V.J.1, Employment, as well as Section V.J.2, Housing, for additional discussion of the project's consistency with RCPG policies, particularly those pertaining to employment, population, and housing issues. As discussed therein, the relevant project analyses are based on growth projections contained in SCAG's RCPG, and since the project falls well within SCAG's

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<sup>230</sup> Upon review of the Notice of Preparation (NOP) prepared for the PacifiCenter project, SCAG submitted written comments dated December 10, 2002 (included in Appendix A of this ). In the NOP comment letter, SCAG identified the RCPG policies it considers particularly relevant to the PacifiCenter project.

Table 27

**ANALYSIS OF PROJECT CONSISTENCY WITH SCAG RCPG POLICIES <sup>a</sup>**

Relevant Policy <sup>b</sup>	Analysis of Project Consistency
<b>Growth Management Chapter</b>	
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	The proposed project will be developed incrementally over an approximate 15-year period. Project implementation will include connections and improvements to the local utilities systems. In addition, both on- and off-site improvements to the existing transportation infrastructure will facilitate access in and around the site. The proposed project will include on-site public facilities; security and fire prevention measures will be incorporated into the project design. Furthermore, on-site amenities, such as active and passive recreation opportunities, retail, and restaurants will be provided for employees and residents. As discussed in Section V.J, Employment, Housing, and Population, the project is consistent with regional growth projections.
3.05 Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.	The PacifiCenter project will provide for the redevelopment of an existing aircraft production facility. The proposed development will include a mix of complementary uses, including research and development, light industrial, office, retail, hotel, and residential uses. Project design will connect new on-site infrastructure to the existing infrastructure; however, some improvements (both on- and off-site) will be required in order to accommodate the increased intensity of development.
3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	Residential infrastructure improvements associated with the PacifiCenter project will be implemented based on demand and geographic location to minimize the time, amount, and costs of construction. Commercial infrastructure will be phased based on residential development. The project will maintain and expand property, retail, and other City tax revenues that may be used to support local infrastructure improvements.
3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	The project includes a Master Plan and Design Guidelines, as well as a Development Agreement with the City of Long Beach, that will expedite the development review process, thereby reducing costs and providing for the rapid delivery of a viable and competitive location for technology-based businesses and their employees. The PacifiCenter project will also help to reverse the trend of decreasing on-site employment associated with the aerospace industry by attracting an extensive and diversified employment base.

Table 27 (Continued)

## ANALYSIS OF PROJECT CONSISTENCY WITH SCAG RCPG POLICIES

Relevant Policy <sup>d</sup>	Analysis of Project Consistency
3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	The PacifiCenter project will be developed as a master-planned community with a variety of employment, residential, and recreational opportunities. As a result of the mix of on-site uses and the pedestrian-oriented design, the proposed project will minimize off-site vehicle trips. Project design will also encourage pedestrian and bicycle circulation throughout the site by creating smaller, walkable blocks, developing a mix of commercial and residential uses within the project site, and by providing sidewalks and bicycle routes, including a bike path that links to a more regional bicycle system through Long Beach.
3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	Implementation of the PacifiCenter project will provide for the redevelopment of nearly five million square feet of aviation-related industrial development with a variety of commercial office, light industrial, research and development, retail, hotel, and residential uses. The project is located along two major arterials, Carson Street and Lakewood Boulevard, which provide access to local and regional bus service. In addition, the PacifiCenter site is adjacent to the Long Beach Municipal Airport and within close proximity of several freeways, including the I-405, I-710, I-605 and SR-91. Consequently, the project will be able to utilize existing infrastructure, public transportation, and commercial aviation services.
3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	The proposed project will be developed as a major activity center, providing for the replacement of the existing research and development, manufacturing, and office uses with new research and development, light industrial, office, retail, hotel, and residential development. Project implementation will result in a maximum of approximately 3.3 million square feet of new non-residential floor area, up to 400 hotel rooms, and up to 2,500 residential units. As described above under Policy 3.13, the project site is adequately served by existing public transportation systems and facilities.
3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	The project will create a mixed use environment including office, research and development, light industrial, retail, hotel, and residential development. The proposed project will concentrate the construction of new single family and multi-family residences along two major transportation corridors (Carson Street and Lakewood Boulevard), adjacent to commercial aviation services (Long Beach Airport), and within close proximity to several local freeways.



Table 27 (Continued)

## ANALYSIS OF PROJECT CONSISTENCY WITH SCAG RCPG POLICIES

Relevant Policy <sup>d</sup>	Analysis of Project Consistency
3.16 Encourage development in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	The proposed project entails the revitalization and redevelopment of an older, underutilized aircraft production facility. The PacifiCenter project will be developed as a regional employment and residential center and, as indicated above, is served by existing utilities, infrastructure, and public services.
3.18 Encourage planned development in locations least likely to cause environmental impact.	The PacifiCenter project will result in the redevelopment of an existing aircraft production facility that is located in an urbanized area. The project site currently includes manufacturing, office, research and development, and other aviation-related structures and operations. The PacifiCenter project will include a mixture of complementary land uses and a variety of on-site amenities. Project implementation will also result in an increase in open space and landscaping and the replacement of underutilized and/or deteriorating industrial structures with a contemporary urban design with unique commercial office, hotel, retail, research and development, light industrial, and residential development.
3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	The project site does not include any steep slopes, high fire risks, or flood hazards. In addition, as discussed in Section V.D, Geology and Soils, the project will meet applicable seismic safety standards to reduce seismic risks to acceptable levels.
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	As discussed in Section V.I, Noise, mitigation measures are recommended to minimize project-generated noise levels at both on- and off-site sensitive receptors. The proposed project will result in the redevelopment of an existing industrial facility, which does not include any biological and/or ecological resources. Project implementation will, however, provide for an increase in pervious surfaces, landscaping, and open space. Please also see the discussion under Policy 3.22 regarding seismic hazards.
3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	The project will provide up to 2,500 housing units on the project site, which will increase the supply and quality of housing in the City of Long Beach. In addition, the Applicant will coordinate with the City of Long Beach to establish a fee to be paid in lieu of the provision of affordable housing on-site. This fee will be included in the Development Agreement to be approved for the proposed project.

Table 27 (Continued)

## ANALYSIS OF PROJECT CONSISTENCY WITH SCAG RCPG POLICIES

Relevant Policy <sup>d</sup>	Analysis of Project Consistency
<p>3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.</p>	<p>The project will be developed as a master-planned community with a variety of employment, residential, and recreational opportunities. The mix of uses and amenities to be provided on-site, such as retail uses, sidewalks and bicycle routes will support the concept of sustainable development and help reduce the vehicle miles traveled by employees and residents. As a result of its location in an urbanized area with several transit options, on-site residents will have easy access to services, including public education, health care, and social services. In addition, the project will provide 10.5 acres of open space on-site, providing for the recreational needs of the on-site population. Furthermore, the project will comply with the requirements set forth by the Long Beach Police Department and the Los Angeles County Sheriffs Department, as well as the Long Beach Fire Department and the Los Angeles County Fire Department.</p>
<b>Air Quality Chapter</b>	
<p>5.07 Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or VMT/emission fees) so that options to command and control regulations can be assessed.</p>	<p>As discussed under Policy 3.12, the project will be designed so as to minimize both off-site and internal vehicle trips through a mixture of complementary land uses and by providing on-site amenities and pedestrian and biking opportunities. Other TDM measures are also proposed through a TDM Program as discussed in Section V.L, Transportation/Circulation and Parking. Roadway modification proposed by the PacificCenter project will support alternative/public transportation and will complement transportation improvements currently underway or planned by the Cities of Long Beach and Lakewood.</p>
<p>5.11 Through its environmental document review process, SCAG should help ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.</p>	<p>This policy pertains to the activities of SCAG, which are beyond the focus of individual development projects. However, Section V.B, Air Quality, and V.L, Transportation /Circulation and Parking, and this Section V.H, Land Use, include analyses of project consistency with applicable local, county, regional, air basin, and state policies. Many of these plans and policies support a multi-disciplinary approach that incorporates air quality, land use, transportation, and economic relationships (e.g., MTA's CMP, SCAG's RTP, and SCAQMD's AQMP). As part of the project's analyses, mitigation measures are recommended to minimize the potential impacts and/or conflicts.</p>

Table 27 (Continued)

**ANALYSIS OF PROJECT CONSISTENCY WITH SCAG RCPG POLICIES**

Relevant Policy <sup>a</sup>	Analysis of Project Consistency
<b>Water Quality Chapter</b>	
11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	This policy primarily addresses the activities of local jurisdictions and/or regional entities rather than those of the proposed project. Nevertheless, reclaimed water will be used, as available and appropriate, at the PacifiCenter site. Furthermore, project design will emphasize the efficient use of domestic, industrial, and irrigation water.

<sup>a</sup> Also refer to Table 40 on page 413 in Section V.J.1, Employment, and Table 70 on page 547 in Section V.L, Transportation/Circulation and Parking, for additional discussion of the project's consistency with RCPG policies.

<sup>b</sup> Relevant policies have been excerpted directly from SCAG's Regional Comprehensive Plan and Guide. However, the policy numbers listed correspond with those provided in SCAG's NOP comment letter dated December 10, 2002, which is included in Appendix A of this EIR.

Source: PCR Services Corporation, December 2003.

projections for new development within the Southeastern Los Angeles County (SELAC) subregion, the PacifiCenter project will be consistent with the RCPG.

## **(6) Consistency with the South Coast Air Quality Management District Air Quality Management Plan**

As discussed in detail in Section V.B, Air Quality, since the PacifiCenter project site is located within the South Coast Air Basin (Basin), the proposed project is also subject to policies set forth by the South Coast Air Quality Management District. The SCAQMD, in conjunction with SCAG, is responsible for establishing and implementing air pollution control programs throughout the Basin. The SCAQMD's Air Quality Management Plan (AQMP), approved in 1997 and amended in 1999, details a strategy for attainment of air quality planning goals set forth in the federal Clean Air Act and the California Clean Air Act. Specifically, the AQMP proposes a comprehensive list of pollution control measures aimed at reducing emissions and achieving ambient air quality standards. The AQMP also sets forth an implementation schedule for such measures. An analysis of the proposed project relative to SCAQMD policies and requirements is contained in Section V.B, Air Quality, and includes an evaluation of project emissions relative to state

and federal ambient air quality standards. As discussed therein, the project will be consistent with the AQMP.

#### **e. Analysis of Project Impacts Relative to Land Use Compatibility**

As discussed above, the project site was previously occupied by more than five million square feet of office, manufacturing, assembly, research and development (R&D), warehouse, and mechanical space. However, in recent years the occupancy of the site has dropped dramatically as a result of the decline in the aerospace industry. The proposed project will replace the previous aviation-related uses and associated employment with a Master-Planned community including new R&D, light industrial, office, retail, hotel, residential, aviation-related, and ancillary uses. The following provides an analysis of compatibility of these new uses with surrounding uses as well as internal compatibility of uses within the site.

A primary land use issue is the compatibility of a project with the surrounding area, as well as internal compatibility on-site, as stated in the City of Long Beach Land Use Element LUD No. 7 text and in the discussion of Activity Centers.<sup>231</sup> The PacifiCenter project will be compatible with the surrounding land uses described above.

With regard to residential uses on the project site, the placement of housing along Carson Street will provide an effective transition to the single-family residential neighborhood to the north within the City of Lakewood that is zoned R-1-15000, R-1-7500, and R-1 (the Lakewood Country Club Estates). The placement of primarily residential development along Carson Street on the project site, although in some areas at a greater density than the existing off-site neighborhood, will create a substantive improvement over existing conditions that have existed for decades. Although the adjacent neighborhood is within another jurisdiction, the objective stated in the LUD No. 7 text regarding the elimination of potential conflict between widely different building types, heights, and densities, is appropriate to consider. Given the 76-foot width of Carson Street, the proposed 28-foot setback of buildings from the property line and the 12-foot right-of-way for the sidewalk and parkway along Carson Street the transition to a low- to medium-density residential area on the project site will not adversely impact the adjacent single-family residential neighborhood. The residential buildings within the low- to medium-density Housing area will be limited to 45 feet in height, with a reduced height of 35 feet for

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<sup>231</sup> *City of Long Beach Land Use Element, 1997, pages 65 and 66 for discussion regarding LUD No. 7 and page 44 for discussion regarding Activity Centers.*

buildings located immediately along Carson Street. The residential buildings in the medium- to high-density Housing area will be a maximum of 75 feet in height except along Carson Street, where heights will be limited to 35 feet. In addition, a block wall and landscaping will continue to be located to the north of Carson Street obscuring views of the existing residences. Further, as discussed in Section III, Project Description, the internal roadways within the project site will not be aligned with Lakewood Drive to the north of the site, thus minimizing the potential for additional vehicles to use Lakewood Drive as an access route to or from the project site. Overall, given the proposed uses, height limitations, and access proposed as part of the project, land use compatibility impacts relative to the existing land uses on the north side of Carson Street will be less than significant. The residences in the Housing area will also be compatible with the adjacent commercial and industrial uses (zones PD-23 and PD-19) to the east across Lakewood Boulevard since the proposed 26-foot setback plus the 14-foot right-of-way along Lakewood Boulevard, as well as the width of the street, will provide a buffer between the uses. In addition, the residential uses within the eastern portion of the Housing area will have increased densities and building heights as compared with the residential uses proposed within the western portion of the Housing Area. As such, the massing of residential uses within the eastern portion of the Housing Area will be more compatible with the larger commercial buildings to the east of Lakewood Boulevard. Additionally, the lower-density residential uses within the western portion of the Housing area will be compatible with the Lakewood Country Club Golf Course immediately west of the project site. Furthermore, the Commercial area will serve as a buffer between the on-site residential uses and the Airport to the south. Thus, potential residential land use compatibility issues relative to the adjacent commercial and industrial uses will not be significant given the proposed setbacks, width of streets, density and massing of buildings and applicable buffers.

The uses allowed in the Commercial land use category within the eastern portion of the site, which include office, R&D, some light industrial, hotel, and retail uses, will be compatible with the adjacent commercial and industrial uses across Lakewood Boulevard given the proposed building heights and density. The Commercial land use area also abuts the Lakewood Country Club golf course to the west, and the uses allowed within the western portion of the site, which include retail, office, light industrial, warehousing/distribution, and R&D, will be compatible with this open space use in light of the proposed setbacks, maximum building heights, and the building restriction zone which encompasses much of this area. Similarly, the Commercial land uses along the southern portion of the site will be compatible with the adjacent Airport land use based on the uses, building height limitations, and densities proposed within this area of the site, as well as the building restriction zones.

The 66-kV substation, which will have a maximum footprint of approximately 305 feet by 230 feet, is proposed within either the Commercial or Housing areas of the site (see Figure 8 on page 124, Section III, Project Description). The structure will be designed with a low-profile (equipment will be approximately 12 feet in height) if located in the residential portion of the project site or fronting A Street in the commercial area. The equipment will be approximately 20 feet in height if located in the commercial area not fronting on A Street. The substation will be compatible with surrounding uses in either area since an 8-foot perimeter masonry screen wall will be constructed at the building setback line and landscaping will be installed between the right-of-way and the wall.

As summarized above and discussed in detail in Section V.E, Hazards and Hazardous Materials, the proposed uses and building locations will comply with FAR Part 77 restrictions, the Airport Layout Plan, and ALUP policies. In addition, based on consideration of the Caltrans Handbook and implementation of the proposed mitigation measures, the risk exposure of the proposed project to aircraft operations will not cause a safety hazard for people residing or working in the PacifiCenter project area. As discussed in Section V.I, Noise, while the residents of the project may be exposed to airport-related Single Event Level (SEL) noise levels that may be a source of annoyance, all of the residential uses will be well outside the 65 dBA CNEL contour for the airport, which is the regulatory basis for determining compatibility of residential uses with airport-related noise levels. Therefore, the proposed uses will be compatible with the adjacent Long Beach Airport.

In addition, as discussed in Section V.E., Hazards and Hazardous Materials, there are instances when the owner of a public airport may permit access to the public landing area by independent operators offering an aeronautical activity or by aircraft based on land adjacent to, but not a part of, the airport property. This type of arrangement is commonly called a “through-the-fence” operation. Through-the-fence operations include businesses or individuals that have access to the airport infrastructure from outside airport property, or that utilize airport property to conduct a business but do not rent business space at the airport. More common types of through-the-fence agreements are for freelance flight instruction, aircraft maintenance, and aircraft hangars. Such through-the-fence agreements between an airport proprietor and a through-the fence operator are typically reviewed and approved by the Airport with Airport consultation with the FAA. Aviation related uses could occur in the southern portion of the site adjacent to the Airport. A mitigation measure is provided in Section V.E., Hazards and Hazardous Materials, that requires that prior to execution of a “through-the-fence” agreement for a proposed aviation-related use, the proposal will be submitted to the Airport for review and approval and the

Airport will consult with the FAA. In this way, the proposed aviation related uses will be compatible with the adjacent Airport.

Overall, the project will be compatible with surrounding land uses and will not create an incompatible interface between the surrounding area and the physical and/or operational characteristics of the proposed uses.

The LUD No. 7 text also stresses the need for internal compatibility within a mixed-use development. The project is designed to provide transition and buffers between the proposed uses on the project site. Residential uses will be buffered from non-residential uses on-site since the Commercial and Housing areas are physically separated by A Street, which will be a primary street within the project site. West of 1st Street, A Street will include 18-foot setbacks from the property line; east of 1st Street, A Street will include 2-foot setbacks from the property line for street oriented retail uses within the retail overlay zone, which will also function as a buffer between residential uses to the north and commercial uses to the south. Warehouse uses will be limited to accessory uses within the PCC-1 and PCC-2 areas. In addition, landscaping, setbacks, and building orientation will provide an additional buffer between the Commercial and Housing areas. As discussed in Section V.I, Noise, development of residential uses in close proximity to the Boeing Enclave will be prohibited until such time that aircraft run-up activities permanently cease in the 717 run-up area. The Boeing Enclave will include visual screening and landscaping along its northern and eastern perimeters. In addition, if located in the residential portion of the project site, the future electrical substation will be a low profile structure with underground feed lines, a perimeter screen wall, and associated perimeter landscaping (refer to Section V.A, Aesthetics, for further discussion of the substation). As discussed in Section V.I, Noise, the substation will not introduce noise levels that will have a significant impact on residential or commercial uses. Based on the above, the project will not result in land uses that are internally or externally incompatible.

### **3. CUMULATIVE IMPACTS**

The geographic area for the cumulative analysis of land use includes the Cities of Long Beach, Lakewood, and Signal Hill because of the size of the proposed project and its location relative to jurisdictional boundaries. Four of the related projects are within close proximity to the site. Included in these are the activities associated with Cleanup and Abatement Order 95-048 (Related Project No. 44), the on-site mandatory soil and groundwater remediation program) as well as the associated demolition of on-site buildings. To the south of the project site, improvements to the Airport (Related Project

No. 77) are proposed and involve 43,000 square feet of building improvements, and a 4,000 space parking garage. By 2020, the Airport is expected to provide for 3.8 million annual passengers. In addition, two retail projects (Related Project Nos. 6 and 12) are proposed to the west of the site within the City of Lakewood.

The local and regional land use plans discussed above recognize the need for redevelopment of many of the older industrial and commercial areas within the Cities of Long Beach and Lakewood. The plans also recognize the need for circulation and infrastructure improvements to accommodate projected growth. Like the proposed project, the cumulative projects are expected to be developed in accordance with relevant land use plans and regulations. Based on available information regarding cumulative development, it is reasonable to assume that these projects will implement and support applicable planning goals and policies.

The activities associated with the on-site remediation program will not result in cumulative land use compatibility impacts as the more visible remediation activities and much of the associated demolition will be completed prior to development of the proposed on-site uses. As discussed in Section V.E, Hazards and Hazardous Materials, the PacifiCenter project's Risk Management Plan (RMP) will ensure the long-term health and safety of the site's future residents and employees and will be designed to complement the ongoing remediation program. Furthermore, in order to develop areas of the project site, remediation activities must be completed to the satisfaction of the oversight agency. While some on-site demolition can occur subsequent to construction of proposed uses in various areas of the project site, such demolition will be short-term in nature and will not result in significant cumulative land use compatibility impacts.

With regard to the Airport improvements, such improvements will not result in a change in the land use pattern of the area, will not alter the urban character of the area, and will not change the nature of existing uses or activities on that property. In addition, the proposed commercial uses within the southern portion of the project site will create a buffer between the on-site residential uses and the Airport activities to the south of the project site. The retail projects to the west of the project also will not alter the urban character or land use pattern of the area, and will be buffered from the proposed on-site residential uses by the Lakewood Country Club golf course. Furthermore, each of the related projects involving some form of discretionary action by the applicable local agency will be subject to the project and permit approval process and will incorporate any mitigation measures necessary to reduce potential land use impacts. Therefore, the project in conjunction with the related projects will not result in a cumulative land use impact. (Refer to Sections V.B, Air Quality; V.C, Cultural Resources; V.I, Noise; and V.E, Hazards and Hazardous Materials, for a discussion of potential cumulative air quality,



historic resources, noise, and hazards impacts, respectively, resulting from implementation of the proposed project together with the related projects.)

#### 4. MITIGATION MEASURES

Based on the analysis provided above and to ensure that land use impacts are reduced to a level of less than significant, the following mitigation measures are recommended relative to land use:

- V.H-1 Uses within the project site shall be limited to those set forth by the Planned Development-32 District for the City of Long Beach portion of the site and by the M-2 Zone for the City of Lakewood portion of the site.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits/issuance of business licenses

- V.H-2 Warehouse uses shall not abut residential uses and shall be limited to the PCC-1 and PCC-2 Commercial Use area as an accessory use within the City of Long Beach. Such uses shall be dependent upon the principal use for the majority of its use or activity.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits/issuance of business license

- V.H-3 Amendments to the City of Long Beach Land Use Element and map as well as the zoning for the site shall be approved prior to project approval.

**Monitoring Phase:** Prior to project approval

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Minutes from City Council meeting approving amendments to Land Use Element and map

The following mitigation measures listed in Section V.A, Aesthetics are also proposed to mitigate potential land use impacts:

- V.A-1 Minimum setbacks measured from the property line to the building face shall be provided in substantial conformance with Figure 19 of this EIR. The setbacks along the periphery include:

- A 28-foot setback from the property line along Carson Street (excluding the 12-foot right-of-way).
- A 26-foot setback from the property line along Lakewood Boulevard (excluding the 14-foot right-of-way).
- A 20-foot setback from the property line adjacent to the Lakewood Country Club.
- A minimum 20-foot setback along the limited portions of the Airport edge on the southern and southwestern boundaries of the project site that are not part of the Long Beach Airport Layout Plan Building Restriction Zone. The no-build zone, which is greater than 20 feet in width, extends along most of the southern portion of the project site.

Setbacks have also been established for several of the internal streets, as follows:

- A 2-foot setback from the property line (excluding the 10-foot right-of-way) along A Street between Lakewood Boulevard and 1st Street for street-oriented retail uses.

- A 10-foot setback from the property line (excluding the 11-foot right-of-way) along 1st Street.
- An 18-foot setback from the property line (excluding the 11-foot right-of-way) along other internal collector roadways, including 2nd and 3rd Streets, except for those street segments that abut Building Restriction Zones, where adjacent development is not permitted.<sup>232, 233</sup>
- These proposed setbacks shall be set forth by the Planned Development-32 District for the City of Long Beach portion of the site. (For those internal streets that may be constructed within the project site but are not depicted in Figure 19 of this EIR, setbacks may vary and may be less than the setbacks indicated in Figure 19 of this EIR.)

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits/certificate of occupancy

- V.A-2 Maximum building heights shall be defined in the PD-32 ordinance in conformance with Figure 14, Height Zones, in Section III, Project Description, of this EIR. The proposed maximum building heights shall be measured from curb elevation to the top of a parapet or midpoint of a pitched roof within the City of Long Beach. Project buildings located within the City of Lakewood shall be limited to four stories and 55 feet, measured from finished grade to the ceiling of the uppermost story.

**Monitoring Phase:** Pre-Construction/Construction

<sup>232</sup> Additional internal streets may be constructed within the project site. Setbacks along these streets will vary and may be less than 30 feet, in accordance with the Design Guidelines to be implemented as part of the project.

<sup>233</sup> If A Street in the western portion of the site is located adjacent to the Golf Course, the minimum building setback will be 5 feet from the property line (excluding the 11 foot right of way).

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-3 Design Guidelines shall be developed for the PacifiCenter project and shall establish standards regarding building and roof design, landscape amenities, streetscaping and pedestrian improvements, including sidewalks and bike lanes, and signage and exterior lighting.

**Monitoring Phase:** Pre-Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-4 New utility lines for water, gas, sewer, electricity, and communications associated with the project shall be installed underground, to the extent feasible. Underground utility installation shall not interfere with the ongoing remediation program and shall comply with the Risk Management Plan (RMP) designed to assure the long-term protection of health and safety of future residents and employees at the project site. Service areas, including loading docks, refuse collection areas and storage areas shall be visually screened from the street and adjacent parcels to the extent feasible.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-5 All night lighting installed on private property within the project site shall be shielded, directed away from residential uses, and confined to the project site. Rooftop lighting shall be limited to security lighting or aviation warning lights in accordance with Airport/FAA requirements.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-8 The electrical substation, if located in the residential portion of the project site or fronting A Street in the commercial area, shall be a low profile structure (equipment will be approximately 12 feet in height) whereas if the substation is located in the commercial area not fronting on A Street the equipment may be approximately 20 feet in height.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-9 The electrical substation to be constructed on-site shall include an 8-foot masonry wall located at the building setback line. The area between the right-of-way and the setback shall be landscaped with groundcover, shrubs and trees.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-10 Landscaping shall be installed on the eastern side of the Enclave fence from the north end of Building 15 to the southern property line upon installation of Phase I commercial infrastructure. Landscaping shall be installed on the northern side of the fence surrounding the Enclave or along the proposed street to the north of the Enclave upon development of the residential units in the northwestern portion of the site as shown in Figure 25 of this EIR.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

- V.A-11 All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security. Rooftop lighting shall be limited to security lighting and aircraft warning lights as may be required by FAA.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Monitoring Agency:** City of Long Beach Planning and Building Department or City of Lakewood Community Development Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

The following mitigation measures listed in Section V.I, Noise are also proposed to mitigate potential land use impacts:

- V.I-14 The residential developer shall provide insulation for all residential buildings on the project site to reduce interior noise levels below 45 dBA CNEL with doors and windows closed. In addition, any residential development within the delineated residential area (i.e., hatched area) provided in Figure 54 of this EIR shall require a minimum outside-to-inside noise insulation of 30 dBA and shall appoint an acoustical consultant to confirm that the proposed residential buildings will achieve this design standard before submitting an application for a building permit.<sup>234</sup>

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Issuance of building permits and certificate of occupancy

- V.I-17 Development of residential uses in close proximity to the Boeing Enclave shall be prohibited until such time that run-up activities permanently cease in the 717 run-up area. The delineation of this area is provided in Figure 54 of this EIR.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Planning and Building Department

**Monitoring Agency:** City of Long Beach Planning and Building Department

**Action Indicating Compliance:** Site plan review/issuance of building permits

<sup>234</sup> The California Land Use Handbook documents that this level of sound insulation may include the following: (1) air-conditioning/mechanical ventilation such that the units would not have to rely on open windows for ventilation; (2) ½-inch thick glazing, or a dual insulating glazed system comprised of ⅜-inch thick laminated glass/½-inch air space/¼-inch glass (or acoustical equivalent); (3) doors and windows opening to the exterior with acoustical seals; (4) adding insulation to attics; and/or (5) fitting chimneys and vents with dampers and/or acoustic louvers.

## **5. SIGNIFICANCE AFTER MITIGATION**

Significant and unavoidable impacts relative to project consistency with applicable land use regulations and land use compatibility will not occur with the incorporation of the project features and mitigation measures listed above.